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## MANITOBA AND THE NORTHWEST.

A pamphlet recently published furnishes the following particulars of this vast district:

The province of Manitoba, in Canada, extends from eastward of the Red River to a line about 200 miles west of that river, and beyond that is the North West Territory, reaching to the base of the Rocky Mountains, a further distance of nearly 800 miles. The Red River runs through Manitoba, for upwards of 100 miles to its outlet into Lake Winnipeg. The valley of the Red River contains some of the richest alluvial soil on the continent of North America, and the Assiniboine river, several hundred miles in length, which falls into the Red River at Winnipeg, runs through another valley, having a great depth of rich soil. The Little Saskatchewan River falls into the Assiniboine about 150 miles from its mouth, and runs parallel to the Assiniboine about 100 miles to the east of it. These three rivers in Canadian territory with their tributaries comprise an area of wheat and grazing lands estimated at 300 miles long by 150 broad, which produces wheat of the finest quality. It is now being settled upon by farmers from Canada and the United States, and by emigrants from Great Britain and Ireland.

The productiveness of the soil along the Red River, Assiniboine, and Little Saskatchewan Valleys, is greater than in Minnesota or Dakota, and the yield of wheat per acre is larger. This is also the fact throughout the whole Province of Manitoba. The exhibit of the growth of cereals and vegetables from Manitoba at the agricultural shows last year at Ottawa, Toronto, Hamilton, and London is the strongest testimony of the fertility and productiveness of the prairie soil of that province. If further evidence is needed, it may be found in the speech made by the Consul General of the United States for Manitoba, who, on the 3rd October, 1879, made the following statement in regard to the flow of emigration westward: He said that one of the great tides of emigration now was to the northern zone, "specially adapted to wheat growing and cattle raising. That included Canada, Wis-

consin, Michigan partially, and Minnesota, but three-fourths of the great wheat producing belt of the continent lay north of the boundary. There the future bread supply of America, and of the old world too, would be raised." He went on to say "that he wished to allude to that which was also of very great moment, the meat supply. In his opinion, the beef raised in this northern district to which he had referred would be found to be superior in quality and superior in quantity to any that could be raised even on the plains of Texas and the adjoining States." The land requires no clearing of timber. It simply needs to be ploughed, and in the same season produces productive crops, thus enabling settlers to avoid all the hardships known to backwoodsmen in clearing up heavily timbered lands.

In addition to the great productiveness of the soil for wheat, it is also admirably adapted for the growth of oats, barley, and all other kinds of grain, the yield per acre being very large. Roots and vegetables of all descriptions grow in the greatest profusion. The yield, as exhibited at the agricultural shows throughout Canada, compares most favorably with similar articles grown in other parts of the Dominion.

The country is well adapted for raising cattle, the prairie grass being peculiarly nourishing and in large quantities. It also makes excellent hay, the only expense being the cost of cutting and drawing to the farm-yard. So excellent is the prairie grass that cattle driven for hundreds of miles across the plains, show no falling off in weight and condition as they proceed on their journey. The abundance of grass and hay, and the excellent root crops which are grown, render the raising of large herds of cattle extremely profitable. Horses remain out during the winter, the depth of snow being light, and when brought in, in spring, are not in much worse condition than when turned out at the beginning of winter. They are frequently herded in bands of from one to two hundred, in charge of one man, to prevent them from roaming too far.

The climate of Manitoba and the North West

is extremely healthy. Fever and ague, which exist in so many parts of the Western States, are here unknown. In summer the heat is by no means oppressive, and though amply sufficient for the thorough maturity of the crops, is no greater than in Ontario, or throughout the northwestern portion of the continent. In winter the cold is steady, and no greater, as a rule, than is met with in all parts of the continent north of Chicago. The fall of snow is lighter than in most parts of Canada, seldom reaching two feet in depth. On the whole, the climate is an excellent one, both as regards the health of the inhabitants and the maturing of the crops.

The Government of Canada have under contract and partially completed about 600 miles of railway, 250 of which are now in actual operation from a point about 120 miles east of the Red River to 80 miles west of it, with a branch to the American boundary at Emerson, where connection is made with a continuous railway system reaching all parts of Canada and the United States. The Government expect to have the whole 600 miles in operation by the summer of 1882, and when this line is constructed, communication during the season of navigation, from May till the middle of November, will be made between the wheat-growing districts and the great inland lakes. The Government have also entered into contracts with the Canadian Pacific Railway Company for the completion of the entire Pacific Railway, making a continuous railway connection in British territory, from the Atlantic to the Pacific. It is the intention of the Railway Company to proceed vigorously with the construction of the line through the Prairie country, with the view of securing the completion of a main arterial line to the base of the Rocky Mountains, within the next four or five years. Branch lines will also be constructed when the necessity for them becomes apparent. The Assiniboine River is navigable from its mouth to Fort Ellice, and during the summer months steamers run regularly carrying large numbers of passengers and freight between Winnipeg and Fort Ellice and intermediate places. A line of steamers also runs from

the railway near the mouth of the Red River, to the mouth of the Main Saskatchewan River, where it falls into Lake Winnipeg, thence up the Saskatchewan River to the Prince Albert settlement, Battleford, the capital of the North-West Territory, and on to Edmonton, which is near the base of the Rocky Mountains. These steamers carry passengers and freight, and arrangements are now in progress for adding to the number of boats, as the increasing traffic may render necessary.

#### George Stephenson and Oliver Evans.

Apropos to the centennial celebration of the birth of George Stephenson, to be held in England June 9th the New York Times says: "The inventor of the principal of the locomotive is clearly the man who first used steam alternately on each side of the piston, and, above all, who first availed himself of its elastic force. In a word, the inventor of the locomotive is the inventor of the high-pressure engine. The claim includes much more than the application of steam to land locomotion, but it does include the invention of the locomotive as surely as the greater includes the less. That inventor is not George Stephenson, of England, but is Oliver Evans of Philadelphia.

Evans' invention, like Watt's, sprang from a boyish trick. One day while they both were yet children, his brother told him of the astonishing result which followed the placing in a blacksmith's forge of a gun barrel half filled with water and stopped at the ends. The matter rested there until he came across an account of the low pressure condensing engine. He instantly associated the two things, and, as a mental conception, the invention was that moment complete. If he had done nothing more, he had then conceived of a high pressure engine. But, happily, his claims to fame rest on more and sufficiently substantial foundations. He announced his discovery and was called crazy for his pains. Then he sought for sympathy and financial help in England, and twice sent plans and specifications there. The fact is incontestible, for it is recorded in contemporaneous English publications. Finally, he resolved to devote the product of all his other inventions to his steam hobby, and in 1786-7 he patented his engine. Nor is this all. In 1801, to claim no earlier date, he put it into successful practical operation. It was designed for a stationary engine, and for years it furnished power to marble-saws and a plaster mill. The idea of locomotion was, however, not abandoned, and soon after he made another engine, which he called Erector Amphibolis. This singular contrivance was driven by steam alone over the highway, a distance of a mile and a half."

The South Carolina Railroad Company have begun the extension of their tracks to the water side, and before the opening of the fall trade will be prepared to receive and deliver goods on the extensive piers specially constructed for the company's use. The road will be sold under decree of the United States Court in July, and the syndicate of Northern capitalists who hold the bulk of its debt, and who will probably become its purchasers, announce their purpose to equip the

road throughout in the most complete and efficient manner and make it, with its connections, a great trunk line from the Northwest to Charleston.

#### Imports of Dry Goods at New York.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.		
	1880.	1881.
Manufactures of wool...	\$842,249	\$449,122
" cotton ..	1,474,852	1,159,676
" silk ....	1,616,252	1,482,682
" flax ....	851,994	737,302
Miscellaneous dry goods.	509,788	359,494
Total .....	\$5,295,135	\$4,188,276

WITHDRAWN FROM WAREHOUSE.		
	1880.	1881.
Manufactures of wool...	\$240,478	\$513,365
" cotton ..	191,165	233,568
" silk ....	328,998	361,446
" flax ....	217,732	340,233
Miscellaneous dry goods.	140,836	201,567
Total .....	\$1,119,209	\$1,650,174
Add entered for consump.	5,295,135	4,188,276

Thrown upon market... \$6,414,344 \$5,838,450

ENTERED FOR WAREHOUSING.		
	1880.	1881.
Manufactures of wool...	\$760,511	\$240,336
" cotton ..	412,394	209,556
" silk ....	889,779	253,845
" flax ....	510,438	196,526
Miscellaneous dry goods.	102,532	112,539
Total .....	\$2,175,654	\$1,017,802
Add entered for consump.	5,295,135	4,188,276

Total entered at the port. \$7,470,789 \$5,206,078

The imports of foreign dry goods at New York for five months from January 1, were:

ENTERED FOR CONSUMPTION.		
	1880.	1881.
Manufactures of wool...	\$3,540,826	\$6,589,897
" cotton ..	11,529,861	10,294,341
" silk ....	13,221,652	10,927,401
" flax ....	7,577,484	5,319,683
Miscellaneous dry goods.	4,285,459	3,814,856
Total .....	\$45,155,282	\$36,946,178

WITHDRAWN FROM WAREHOUSE.		
	1880.	1881.
Manufactures of wool...	\$2,401,744	\$3,518,915
" cotton ..	1,491,602	2,561,808
" silk ....	2,153,764	2,514,450
" flax ....	1,846,501	2,561,278
Miscellaneous dry goods.	986,355	1,252,125
Total withdrawn from warehouse .....	\$8,879,966	\$12,508,576
Add entered for consump.	45,155,282	36,946,178

Total thrown on the market .....

ENTERED FOR WAREHOUSING.		
	1880.	1881.
Manufactures of wool...	\$3,166,287	\$2,743,592
" cotton ..	1,629,598	2,040,584
" silk ....	2,260,724	2,132,646
" flax ....	3,000,938	1,909,817
Miscellaneous dry goods.	1,039,052	1,333,052
Total entered warehouse .....	\$11,036,599	\$10,159,651
Add entered for consump.	45,155,282	36,946,178

Total entered at port... \$56,191,881 \$47,105,829

The first electric railway now working in the vicinity of Berlin is so satisfactory that a second is projected to run to another district of the

suburbs. The cost of construction is only £7,500 per kilometre.

#### A Veritable Palace Car.

The following description of a Pullman Palace Car sleeper, recently placed on the Eastern Division of the St. Paul, Minneapolis and Omaha Railway, is from the St. Paul Pioneer Press:

There are twelve sections in the body of the car—twenty-eight double and two single berths. In the drawing room there are two double and two single berths, and the smoking room has a double berth. The ladies' drawing room is in one end of the car, and the gentlemen's in the other end. In the gentlemen's drawing room is a double washstand. The car is supplied with air and automatic brakes, with paper wheels forty-two inches in diameter. The machinery is so perfect and so complete in all its parts that the occupants do not experience the slightest jolting as the cars move along the rails. All the side, or panel work is solid mahogany, ingeniously and elaborately carved, while the carpets are of the heaviest and softest patterns of velvet. A striking feature is the metallic work, the cuspidors, knobs, etc., which are gilded instead of being silvered. It is lighted with five large patent lamps with double burners, which render all parts of the car so light that the finest print can be read as plainly as by daylight. This is the first of five cars of the same description, all of which will cost \$80,000.

#### Duty on Car-Truck Channel Iron.

The Secretary of the Treasury of the United States at Washington has reversed his ruling of October, 1880, in relation to the duty on car-truck channel iron. This iron is imported in the form of rolled plates 7 feet long 10½ inches wide, with flanges on each side. The question was raised some months ago as to whether these plates should be subjected to a duty of 35 per cent as "manufactures of iron," or a specific duty of 1½ cents a pound as material to be used in manufactures. Last October the department ruled that the completed plate was a "manufacture," and consequently was subject to an ad valorem duty. At the present price of iron in Scotland the duty on these plates is about \$21 a ton. The Pennsylvania iron manufacturers, however, were not satisfied with this ruling, and Assistant Secretary French gave them another hearing, which resulted in a reversal of the decision of last October, and instructions have been sent to the various custom houses to levy a duty of 1½ cents a pound, which increases the duty on a ton to \$33 60.

The ten new locomotives now building by the Hinkley Locomotive Works for the Missouri Pacific Railroad are of an entirely new pattern, with four driving wheels on each side, and will be considerably heavier, as well as more powerful, than ordinary engines. Their style is almost perfectly plain, many parts usually polished in this case being painted black. They will weigh, when completed, about fifty tons each. A peculiarity of their construction is that the engineer's cab is practically over the boiler or fire-box, while the fireman is placed behind and beneath.

A profile map of the plans of the Delaware, Lackawanna and Western Railway Company for reaching Buffalo, Erie County, N. Y., has been filed in the County Clerk's Office and everything points to definite and speedy action.



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New York, Saturday, June 4, 1881.

Entered at the Post Office at New York, N. Y., as Second-  
Class Mail Matter.

THERE is good ground for congratulation in the financial achievements which our Government is exhibiting to the world. It is not improbable that the close of the present fiscal year will show that in twelve months the public debt has been decreased \$100,000,000. This will be so if the month of June makes as good a record as is shown in the statement for May; a reduction of \$11,150,721.

A THROUGH LINE from New York to Chicago will be acquired by the New York, Lake Erie and Western Railroad Company through the control just obtained, of the franchise of the Chicago and Atlantic Railway Company, extending from Marion, Ohio, on the New York, Pennsylvania and Ohio Railroad to Chicago. It is intended to commence at once the work of completing the line and by an arrangement with the New York, Pennsylvania and Ohio Railroad Company the New York, Lake Erie and Western Railroad Company will control the entire line to Chicago, thus securing a through route between New York and that city entirely independent of existing lines. It is said that a syndicate composed of Kuhn, Loeb & Co., Winslow, Lanier & Co., L.

Von Hoffman & Co., Woerishaeffer & Co., and others, have purchased of the New York, Lake Erie and Western Railroad Company the first mortgage bonds upon the Chicago line, interest on them being guaranteed by the New York, Lake Erie and Western Railroad Company, and additionally secured by a pledge of the latter's gross earnings and those of the New York, Pennsylvania and Ohio Railroad Company from all Chicago traffic.

## Cooper Union.

Among all the public exercises given by schools and colleges at this season of commencements, there can be found no better example of a great philanthropic work conducted in a quiet and practical way than is furnished by the annual commencement exercises of Cooper Union and by the report made at that time of the previous years' work of the Institute. The Cooper Institute for the Advancement of Science and Art has been continually broadening its field since its first establishment until now its generous provisions extend into all departments of science and art and not only cover the requirements of a practical mechanical or scientific education but afford means for adding to the same the polish and ornament of a liberal culture. The twenty-second annual commencement of the Institute was held in the hall of the Union on Saturday evening of last week, and an indication of the breadth of the educational privileges afforded by this grand institution is seen in the variety of topics taken by the graduates for the oratorical part of the exercises. Orations were delivered by Henry Mendelson, on "Metallurgy;" by James S. Erwin, on "Eloquence;" by E. J. Kaltenbosh, on "Political Education;" by Abraham Levy, on "Free Government;" by Henri D. Dickinson, "A Plea for the Alchemist," and by E. D. Bolsover, on "Technical Education," the last named gentlemen also delivering the valedictory.

The event was one of unusual interest as it closed a year of marked activity in the Institute, during which valuable additions have been made to the various departments and improvements adopted in the courses of free instruction. During the week receptions were held at which opportunities were afforded the public for seeing some of the work accomplished by the students and for looking through the spacious and convenient instruction, reception and reading rooms. The receptions were largely attended and the exhibitions drew forth many expressions of admiration from experts and critics as well as from friends, the exhibits made by the classes in mechanical drawings and by the students in the Woman's Art School attracting special attention. On Saturday evening the closing literary exercises were held and the large hall was filled to its crowded capacity. Peter Cooper, to whose liberality and practical wisdom New York is indebted for this magnificent institution, pre-

sided, and the hearty tributes of respect which greeted him evinced the esteem and veneration in which he is held by those receiving the direct benefits of his philanthropy and by the general public. Among others on the stage with him were Hon. Abram S. Hewitt, Edward Cooper and F. W. Plympton. The trustees' report, read by Mr. Hewitt, stated that last years' expenses were \$45,450 which sum was derived from the rents of the building and from the income of a special endowment of \$150,000 made by Mr. Cooper for the support and increase of the free reading room and library. The amount earned for themselves by the pupils in the different departments of the Woman's Art School during the year was \$19,480. During 1880 the library and reading room was visited by 402,685 persons. Since the property was transferred to the trustees by Mr. Cooper, in 1857, at the cost of \$630,226, they have expended over \$868,000 in giving free instruction to the public.

There is a special value at this time in the work which is being done at Cooper Institute. Never was there a time when high mechanical skill, trained in theory and practice, has been in greater demand in this country than on these days of gigantic construction enterprises. The incentive which is given to inventors by the employment of new forces and means for the advancement of scientific work and progress in engineering and general construction was never stronger than to-day. The railroad enterprises under way and the many more contemplated offer most encouraging fields for the exercise of just those acquirements which this institution develops. Among the new and valuable features recently employed for utilizing the work produced under this free training is the establishment in the Cooper Union building of an Inventors Institute, where a permanent exhibition of inventions is maintained and one of the chief aims of which is to place inventors in connection with capitalists and others most interested in utilizing the products of inventive skill. But not alone in this department is the work which Mr. Cooper is doing particularly timely but also in the Woman's School of Art which is most flourishing now when the fine arts hold out more encouragement to their devotees than ever before in America. It must be a source of peculiar congratulation and happiness to the venerable founder of Cooper Union to see in his ripe and honored old age the work of his hands so fruitful of present good and so rich in promises of future utility and blessing to the men and women of his city and of his country.

## Secretary Blaine on the Care of Live Stock in Transit.

Increasing interest is being manifested both in this country and in Europe in the subject of providing better and more economical measures for feeding and watering live stock in transit, and the question having been much agitated and

studied, has become one of the most important connected with improvements in transportation, while in its sanitary and economic relations it has assumed a character of international importance. Many devices have been placed before railroad managers in the way of parlor cattle cars, etc., but in the main they have not been at all favorably received on account of the undesirability for many reasons of having special cars for such purposes, and because it does not seem possible to fully meet the requirements practically and economically in that way. Mr. Tingley's device, consisting of a simple method for feeding and watering the stock at stations in ordinary cars without removal, as previously described in the JOURNAL, is receiving much attention here and abroad, and is gaining a deserved popularity with railroad men, shippers and consumers alike. We had occasion a short time since to publish the opinion of Sir Edward Thornton on the device and its bearing on the exportation of American beef, and we give below a letter on the subject from Hon. James G. Blaine, Secretary of State:

WASHINGTON, D. C., May 18th, 1881.

A. D. TINGLEY, Esq.

DEAR SIR.—I have been very greatly interested in your invention for the feeding and watering of cattle while in transit by rail for Eastern and European markets. My attention has been called officially by reports from abroad to the very great importance of careful and humane transportation of cattle as affording a protection against disease and insuring always a better quality of beef.

I hope you will succeed in your enterprise and I cannot indeed doubt that you will. You are doing a most valuable work and I trust you will meet with just recompense.

Very truly yours,

(Signed)

JAMES G. BLAINE.

#### Organization.

Jay Gould, Tremor W. Park, Sidney Dillon, Russell Sage, C. P. Huntington, Charles G. Francklyn, E. H. Perkins, Jr., Henry Hart and J. B. Houston have been elected directors for the ensuing year of the Pacific Mail Steamship Company.

Articles of incorporation were filed with the Secretary of State of Ohio on the 27th ult., of the New York, Ohio and Western Railroad Company, with a capital of \$50,000. The road is to run from Medina to Trumbull Co.

The Kankakee and Southwestern Railroad Company have re-elected J. F. Tucker, E. T. Jeffery and W. J. Mauriac. W. K. Ackerman was re-elected president, J. C. Welling treasurer and W. J. Mauriac secretary.

The following gentlemen have been elected directors of the Santa Cruz Railroad Company: Geo. Crocker, E. C. Wright, F. G. Douty, A. C. Bassett, J. L. Willcutt, W. E. Brown, C. J. Robinson. George Crocker was elected President, J. L. Willcutt Secretary, and N. T. Smith Treasurer.

At the recent annual meeting of the Montreal and Vermont Junction Railway Company, held at Stanbridge, Quebec, the following Board of Directors was elected: J. Gregory Smith, A. H. Millmore, Jed. P. Clark, Jo D. Hatch, J. S. Brigham, G. Smith and E. C. Smith.

The directors of the Concord and Claremont Railroad Company, elected on the 25th ult., are: George

E. Todd of Concord, Dexter Richards of Newport, Daniel W. Johnson of Claremont, Charles P. Sanborn of Concord, Mason W. Tappan of Bradford and Henry C. Sherburne of Concord.

At the annual meeting of the Chicago and Springfield Railroad Company the three retiring directors, W. K. Ackerman, B. F. Ayer and L. V. F. Randolph, were re-elected. W. K. Ackerman was re-elected president, J. C. Welling treasurer and J. Dunn secretary.

The Galveston and Pacific Narrow-Gauge Railroad Company was organized at Galveston, Texas, on the 28th ult., with a capital stock of \$750,000. The route of the road will be from Galveston to Victoria, San Antonio and Camargo. The subscription books for the capital stock will be opened next week.

The directors of the Mont Alto Railroad Company, recently elected, are: I. S. Waterman, T. B. Kennedy, G. B. Wiestling, E. W. Wiestling, E. P. Dwight, John Stewart and D. O. Geho. The directors of the Mont Alto Iron Co. are: I. S. Waterman, G. B. Wiestling, E. P. Dwight, E. P. Wiestling and W. J. Barr.

The Milwaukee Grain Transportation Company, with \$1,000,000 capital stock, and Thos. K. Ewing, Sam. McCord and W. H. Osborne as incorporators, filed articles of association in Madison, Wis., May 17. The purpose is to manufacture and sell cylinder cars under a patent held by the Prosser Twin Cylinder Car Company of Chicago.

The directors of the New York and Harlem Railroad Company, recently elected, are: Wm. H. Vanderbilt, Cornelius Vanderbilt, Wm. K. Vanderbilt, Augustus Schell, Abraham B. Bayles, James H. Banker, John B. Dutcher, Robert J. Nivin, Joseph Parker, Chauncey M. Depew, William H. Leonard, Samuel F. Barger and John E. Burrill.

The stockholders of the Wilton Railroad Company, at their annual meeting in Nashua, N. H., elected the following directors: Solomon Spalding of Nashua; Clarke C. Boutwell, of Nashua; William Ramsdell, of Milford; John Reed, of Nashua; John A. Spalding of Nashua. Clerk, J. Thornton Greeley, of Nashua.

The directors of the Northern Railroad Company, elected at the annual meeting of the stockholders in Concord, N. H., on the 26th ult., are: Henry C. Sherburne of Concord, George W. Nesmith of Franklin, Uriel Crocker of Boston, Francis B. Hayes of Boston, Josiah H. Benton, Jr., of Boston, George E. Todd of Concord and Alvah W. Sulloway of Franklin, N. H.

Articles of consolidation of the Detroit, Butler and St. Louis and the Butler and Detroit Railroads were filed with the Secretary of State of Indiana, on the 25th ult. The capital stock of \$1,200,000, and the directors are T. McMillan, C. H. Buhl, Allen Sheldon, R. A. Alger, George W. Balch, Rufus W. Allette and James F. Joy, all of Detroit.

At the annual meeting of the stockholders of the Swedesboro' Railroad Company, held at Swedesboro', N. J., on the 26th ult., T. Jones Yorke, Richard Ashurst, J. S. Thompson, Samuel Black, David B. Gill, J. H. Vanneman, Edwin Stokes, M. Gill and J. H. Bradway were elected directors, J. S. Thompson was re-elected President and D. B. Gill secretary and treasurer.

The Newcastle and Franklin Railroad, recently purchased by the Buffalo, Pittsburgh and Western, has been renamed the Newcastle and Oil City Railroad. The election at Newcastle last week resulted in the choice of the following directors: J. W. Jones, C. H. Clark, George F. Tyler, of Philadelphia; Archer N. Martin, of New York City; F. W. Mitchell, of Oil

City, and William Patterson, of Newcastle. President, J. W. Jones.

The stockholders of the Nashua and Lowell Railroad Co. have elected the following directors: Francis A. Brooks, Francis V. Parker, Gedney K. Richardson, Boston; Jeremiah W. White, Cornelius V. Dearborn, William W. Bailey, Nashua; A. M. Shaw, Lebanon. President, Francis A. Brooks; Treasurer, Charles B. Brooks, Boston; corporation clerk, Walter A. Lovering, Nashua.

At the annual meeting of the Peterborough Railroad Company, in Nashua, directors for the ensuing year were chosen as follows: James Scott, of Peterborough; George W. Gill of Worcester; George A. Ramsdell, of Nashua; S. A. B. Abbott, of Boston; John H. George, of Concord; Edward Spalding, of Nashua; Frank A. McKean, of Nashua. Corporation clerk, Gilman C. Shattuck, of Nashua.

At the annual meeting of the Concord Railroad Company, held in Concord, N. H., on the 14th inst., the following directors were elected: Frederick Smyth of Manchester, Samuel N. Bell of Manchester, J. Thomas Vose of Boston, Benjamin A. Kimball of Concord, Franklin B. Hayes of Boston, Henry C. Sherburne of Concord, James W. Johnson of Enfield, and John H. Pearson of Concord.

The Atlanta and Alabama Railroad Company was organized at Atlanta, Ga., on the 28th ult., by the election of A. Haskell, of Columbia, S. C., president; G. J. Foreacre, of Atlanta, vice-president, and W. H. Snowden, A. S. Buford, James Bryan, T. M. R. Talcott, L. J. Hill, S. M. Inman, A. Murphy, directors. This road extends from Atlanta, Ga., to Birmingham, Ala. It is claimed that the stock has all been taken and the road will be built.

A company to be known as the Continental Construction Improvement Co., with a capital of \$10,000,000, was organized in New York on the 26th ult., to build the Boston, Hoosac Tunnel and Western Railroad, which is to extend from Boston to Buffalo, via Schenectady, Utica, Rochester and Syracuse, partly over the Syracuse and Chenango Railroad, recently purchased, with branches to Oswego, the soft-coal regions and New York city.

At the annual meeting of the stockholders of the Manchester and Lawrence Railroad Company, held at Manchester, N. H., on the 27th ult., the following named directors were unanimously elected: Benjamin F. Martin, Manchester; Edward A. Abbott, Concord; Joseph W. Smith, Andover, Mass.; Nathan Parker, Manchester; William A. Tower, Boston, Mass.; Asa Fowler, John A. White, Concord. President, B. F. Martin; clerk, S. N. Bell; treasurer, George B. Chandler.

The directors of the Ashtabula and Pittsburgh Railroad Company, recently elected, are: H. B. Perkins and Warren Packard, Warren; Caleb B. Wick and F. H. Matthews, Youngstown; F. Harrington, Rock Creek; Henry Hubbard and H. L. Morrison, Ashtabula, Ohio; John N. Hutchinson, Philadelphia; Wm. Thaw, Wm. P. Shinn, Thos. D. Messler, Wm. Mullins and W. H. Barnes, Pittsburgh. The officers are: President, John N. Hutchinson; secretary and treasurer, A. F. Hubbard.

Articles of association of the Rogers and Siloam Springs Railway to run from Rogers to the latter place, a distance of thirty-five miles, were filed in the office of the Secretary of State of Arkansas on the 26th ult. The capital stock is \$1,000,000. The directors are C. W. Rogers, A. G. Thompson, of St. Louis; John O. Day, James Dunn, of Springfield, Mo.; Peter Van Winkle, of War Eagle, Ark.; James A. C. Blackburn, of Rogers, Ark.; E. P. Watson, of Bentonville, Ark.; P. H. Van House and D. R.



Davidson, of Fayetteville, Ark. Work on the projected road will commence shortly.

Articles of incorporation were filed with the Secretary of State of Illinois on the 27th ult. of the Fulton County Extension Railroad Company running from Fairview, in Fulton County, east to Peoria. One branch will run via Monmouth to the Mississippi and another via Galesburg to the Mississippi. The capital stock is \$1,000,000. The incorporators are S. H. Malloy, T. M. Stewart, S. S. King, Joseph Braden, of Chariton, Ia., and James C. Wilcoxsen, Henry Phelps, Moses Turner and John A. Gray, of Lewiston, Ill.

The Secretary of State of West Virginia has issued a certificate of incorporation to the Kanawha and Raleigh Railroad Company for the purpose of constructing a railroad from the mouth of Calvin creek, Kanawha county, to a point on Clear Fork of Big Coal run. The principal office shall be at Philadelphia, Pa., and the certificate perpetual. The capital stock is \$150,000 divided into shares of \$100 each. The incorporators are James A. Wright, Edward M. Davis and Henry C. Davis, all of Philadelphia, and Wm. H. Dewes, of Carlin, Kanawha county, W. Va.

Articles incorporating the Austin Railway Company have been filed in the office of the Secretary of State of Minnesota. The proposed road is to start from some point in Mower County, on the line of the Southern Minnesota Division of the Chicago, Milwaukee and St. Paul Railway east of Ramsey, in said county, and thence to run so as to intersect the Iowa and Minnesota Division of the same road north of or at the city of Austin. The general offices of the company are to be at Austin, and the amount of capital stock is fixed at \$50,000. Following are the names of the incorporators, all of Mower County: O. W. Shaw, W. T. Wilkins, Z. H. Sherwin, E. C. Dorr, H. H. Ball, R. O. Hall, G. Schleuder, Ira Jones, W. L. Hollister, C. A. Pooler and F. I. Crane.

At the annual meeting of the Suncock Valley Railroad Company held at Manchester, N. H., on the 26th ult., the following board of directors was elected: Samuel N. Bell of Manchester, Natt Head of Hooksett, Reuben L. French of Pittsfield, Frederick Smyth of Manchester, Charles H. Carpenter of Chichester, Lemuel B. Towle of Epsom, Martin V. B. Edgerly of Manchester. S. N. Bell, President, and Lewis G. Clark, Clerk. The road is operated by the Concord Railroad Co., under a contract or lease. The annual meeting of the Suncock Valley extension was then held and the following directors were elected: Samuel N. Bell, Frederick Smyth, Natt Head, William H. Berry, Daniel E. Tuttle, Thomas Cogswell, George W. Emerson. President, S. N. Bell, and Clerk, B. P. Cilley.

An agreement between the companies representing the following railroads, to wit: Minneapolis and St. Louis, capital, \$3,200,000; Minneapolis and Duluth (White Bear Branch), capital \$200,000; Minnesota and Iowa Southern, capital \$3,000,000, and Fort Dodge and Fort Ridgely, capital \$9,000,000, has been filed in the office of the Secretary of State of Minnesota, its purport being the consolidation of the capital stock, franchises and property of the parties of the second, third and fourth part with those of the party of the first part, viz.: the Minneapolis and St. Louis Railway Co., which operates the several lines enumerated. The agreement is dated May 13, 1881, and the consolidation goes into effect on the 1st of June. It is further stated that the new company shall have a capital stock of \$20,000,000, divided into 200,000 shares of which not more than 80,000 may be issued as "preferred," the rest to be "common." The directorate of the consolidated company up to

the first Tuesday in October, 1881, is named in the instrument as follows: W. D. Washburn, H. T. Welles, J. K. Sidle, W. D. Hale, C. H. Pettit, A. H. Bode, W. W. McNair, R. J. Baldwin and M. P. Hawkins, all of Minneapolis, with W. D. Washburn president, A. H. Bode treasurer, and M. P. Hawkins secretary. The instrument is signed by W. D. Washburn and W. D. Hall, of the M. and St. L.; Isaac Atwater and W. D. Hall, of the M. and D.; John Martin and David Secor, of the M. and I. S., and John Martin and Isaac Garmol, of the Ft. D. and Ft. R.

#### Personal.

Percy Echols, a civil engineer, son of Gen. John Echols, of Staunton, Va., died in Ashland, Ky., last week, of typhoid fever.

Mr. Everts has gone from Paris to London, where he will remain until the reassembling of the International Monetary Conference on June 30th.

F. C. Keefer has been elected president and Mr. Macklin, vice president of the Montreal and Vandreville Railway Co., Canada.

William L. Burt has been elected President of the Boston, Hoosac Tunnel and Western Railway Company, vice Fred L. Ames, resigned.

M. Romevo, formerly minister to the United States is to represent the Mexican Southern Railway Company in Mexico.

John W. Garrett, president of the Baltimore and Ohio Railroad Company, and Wm. H. Vanderbilt arrived in this city from Europe on the steamer Germanic last Saturday.

Joseph P. Brinton, of Philadelphia, has been elected President of the Richmond, Fredericksburg and Potomac Railroad Company in the place of Judge Robert Ould, resigned.

Henry W. Fuller, leaves the position of general Eastern passenger agent of the New York, Lake Erie and Western Railroad to assume charge of the passenger department of the Chesapeake and Ohio Railway, at Richmond, Va.

Col. Francis De Grey, president, and Frederick Broughton, general manager of the Great Western Railway of Canada were registered at the St. James Hotel, this city, Monday. Col. De Grey arrived on Monday from London by the steamer Gallia.

At the meeting of the board of directors of the Pacific Mail Steamship Company held last week J. B. Houston was elected president. The other officers held over. It is expected that there will be no change in the management.

James Buckley has been appointed general Eastern passenger agent of the New York, Lake Erie and Western Railroad, with headquarters at 401 Broadway. Mr. Buckley has been ticket agent at the principal Erie ticket office in this city for the past sixteen years.

Colonel Thomas M. King, superintendent of the Allegheny Valley Railroad, has resigned to take charge of the Pittsburg Division of the Baltimore and Ohio Railroad, with headquarters in Pittsburg, the resignation taking effect June 1st. He is succeeded by C. B. Price, formerly private secretary to general superintendent McCargo.

E. H. Mott has been appointed to the management of the press department of the New York, Lake Erie and Western Railroad Company, succeeding John W. Romaine, recently appointed assistant emigrant agent of that company. Mr. Mott is well known in newspaper circles of this city and elsewhere, having been connected with prominent New York dailies, and has also had experience in the duties of his present position, previously in the office with Mr. Romaine.

Col. B. W. Spencer, treasurer of the New York, Lake Erie and Western Railroad Company, has been appointed Brigadier General and Inspector General of Rifle Practices on the military staff of Governor Ludlow, of New Jersey. J. W. Romaine, assistant emigrant agent of the same company has also been appointed an aide on Governor Ludlow's staff, with rank of Colonel.

Mr. N. F. Whiting, prominent among the financial writers of New York and who for several years has ably conducted the financial department of the Evening Post, tendered his resignation when the paper passed into new hands, thinking the new management might desire to make a change. He received in reply from Carl Schurz, the editor in chief, a cordial invitation to retain the position, and he is likely to remain on the paper to the general satisfaction of its financial readers.

Benjamin Thomas, for several years superintendent of the Delaware Division of the New York, Lake Erie and Western Railroad, has been promoted to the position of assistant general superintendent of that line, succeeding O. Chanute, who retires from the management. Mr. Thomas began his railroad career as telegraph operator at Narrowsburgh, N. Y., on the division of which he afterwards became superintendent, and has won his present position through his fine executive ability and close application. Charles Neilson, late fuel purchaser for the road, takes the position vacated by Mr. Thomas.

The Chicago Tribune says that J. D. Layng, who recently resigned as general manager of the Pennsylvania Company's line is to take the position of general superintendent of the Chicago and Northwestern Railway, after July 1st, and adds: The office of general superintendent of this company has been vacant for some time. When Mr. Hughitt, now vice president and general manager, succeeded Mr. Porter as general manager, no successor was appointed, and the duties appertaining to the position were shared by the general manager and Mr. C. C. Wheeler, at that time the assistant general superintendent. About a year ago, however, Mr. Oliver, who had earned the esteem and confidence of the management by his superintendency of the Iowa lines, was promoted to the vacancy, but filled the office only a few months, when failing health forced him to a reluctant resignation. Mr. Layng has the ability, experience and judgment fitting him for the office."

#### Southern Pacific Railroad.

The Daily Stock Exchange, of San Francisco, learns from an official of the Southern Pacific Railroad Company, who is authorized by President Crocker to make it public, that Chief Engineer Montague with a party of surveyors will soon leave for Yuma to survey the line of road from that point to Point Isabel, at the head of the Gulf of California. The terminus of the road will be at Deepwater, on the Gulf, where wharves and warehouses are to be built and other shipping facilities established. When the road is ready for business, a line of fast steamers will be placed on the Gulf to run to Guaymas, Mazatlan and other Mexican ports. The road is expected to be in complete running order by the 1st of October.

Gen'l Rosser, Chief Engineer of the Canadian Pacific Railway, who has recently returned from the West, reports the location of the line to the 101st meridian beyond Grand Valley, and that trains will be running to the latter place by the 1st of August.

## Northern Pacific Railroad.

Grading will commence on the Wisconsin Division of the Northern Pacific Railroad on June 5. Work is in progress on the branch from Fargo in a southwesterly direction, and the Casselton Branch is being extended. The grading of the eastern approach to the Bismarck bridge will begin next week; the masonry and superstructure work is proceeding vigorously. The Missouri Division was completed last fall to about forty-two miles from the Yellowstone—track-laying is going on  $1\frac{1}{2}$  miles per day, and the Yellowstone will be reached at Glendine by the middle of June. Large forces of men and teams are at work on the Yellowstone Division, and Miles City, about eighty miles up the Yellowstone, will be reached by July 31. Four surveying parties are at work in the Rocky Mountains Division. Engineers are locating the line of the Clark's Fork Division, and grading has been commenced on the eastern end. The line around Lake Pend d'Oreille has been economically improved, and the graders are at work. The track has been laid 184 miles from Wallula on the Pend d'Oreille Division. On the Cascade Division in Washington Territory a more favorable line than heretofore reported has been found, and surveys are in progress between Kalenna and Portland on both sides of the river.

## Railroad Law.

THE GERMANTOWN PASSENGER RAILWAY CO. VS. WALLING et al.

A street railway company has the right to carry passengers on the platforms, and if a passenger be injured while standing there, without objections by the company's agents, whether the injury was with his contributory negligence is for the jury to decide under all the facts and circumstances detailed in evidence.

Error to the Court of Common Pleas No. 2 of Philadelphia county.

Case, by Jane R. Walling and Joshua Glendon, guardian of Grace May Walling, against The Germantown Passenger Railway Company, to recover damages for the loss sustained by the plaintiffs by the death of the husband and father, Bernard Walling, caused by being thrown from a car of defendants, by their alleged negligence, run over and killed. The facts were as follows:

Bernard Walling, a man in the prime of life, thirty-three years of age, who had been a fruit-grower in Kansas, but came to Philadelphia and obtained a concession to carry on the business of a restaurant on the Centennial grounds, was on his way to his business, and hailed the defendant's street car. The car stopped and accepted him as a passenger. He tried to get on the rear platform, but it was so crowded that he was unable to do so. He went to the front platform and took the only available place open to him, viz., on the step. He grasped firm hold of the iron guards upon each side of the step, and, thus supported, stood in a place perfectly safe under ordinary circumstances. The car then proceeded without incident until opposite the Foster Home on Girard avenue, when, being driven round a curve with great rapidity, and, at the same time, striking a defect in the track where the stones had worked out from under the rails, the passengers packed on the platform, by the sudden jolt and rapid motion round the curve, were thrown

with great violence against Walling, breaking his right hand-hold, and themselves falling headlong into the street, one of them reaching the curb, which he struck with his head. Walling still held on with his left hand, but by the shock was thrown in front of the dasher, and, after being carried some distance, fell in front of the wheels, which passed over his chest and killed him instantly.

Verdict and judgment for plaintiffs for \$5,000. Defendant took this writ.

Opinion by Turney, J. January 24, 1881.

At the outset the defendant (plaintiff in error) claims but two questions are presented in the assignments. 1. "Was Bernard Walling guilty of contributory negligence per se, so as to make it the duty of the court below to instruct the jury that he could not recover?" and 2. Was the evidence of damage too vague under the requirements of the Act of April 4th, 1868, to justify a verdict for the plaintiff below?"

In fact, the second question is not raised in the record. As a general rule, where specific instructions were not requested by a proper point, and no exception to such as were given, there is no error for correction. Complaint is not now made of the charge respecting damages; the only errors alleged are the refusal of the defendant's points, and they were upon another branch of the case. Surely if the decedent's death, without fault in him, was caused by the defendant's default, the plaintiffs were entitled to recover.

In a charge of marked accuracy and fairness, the question of defendant's negligence and of the decedent's concurrent negligence were submitted to the jury. It is not pretended that the court could have refused to submit to them to decide whether the defendant was negligent, and, it is conceded, that fact is settled by the verdict. If it was the duty of the court to determine there was contributory negligence by the decedent, all the defendant's points should have been affirmed. This is the sole question now for consideration, the one first stated by the defendant.

The facts claimed to reveal want of due care in the decedent are not in dispute. "He voluntarily got upon a car so crowded that he was obliged to take a position on the step of the front platform of the car, occupied at the time by two other men, between whom he squeezed into a position, where, for the purpose of retaining his place, he was obliged to hold fast with one hand to the dasher and the other to the iron bar under the window of the car." So says the defendant. In addition, the car stopped and received him as a passenger. The driver testifies, he knew the car was so full a man could not go through to the back platform. Crowded as it was, the conductor says, there was room for more, both inside and on the rear platform. But Walling first tried to get on the rear platform, and falling, went to the front.

Conductor, driver and passengers acted as if there was room so long as a man could find a rest for his feet and a place to hold on with his hands. Nor was that action exceptionable. Notoriously, it was very common in 1876, and, perhaps, is not infrequent at this day. The companies do not consider such practice dangerous, for they knowingly suffer it, and are parties to it.

Their cars stop for passengers when none but experienced conductors could see a footing inside or out. The risk in travelling at the rate of six miles an hour is not that when the rate is sixty, or even thirty. An act which would strike all minds as gross carelessness in a passenger on a train drawn by steam power might be prudent if done on a horse car. Rules prescribed for observance of passengers on steam railroads, which run their trains at great speed, are very different from those on street railways. In the absence of express rules, every passenger knows that what might be consistent, with safety on one would be extremely hazardous on the other. Street railway companies have all along considered their platforms a place of safety, and so have the public. Shall the court say, that riding on a platform is so dangerous, that one who pays for standing there can recover nothing for an injury arising from the company's default?

Musel vs. Lynn & Boston R. Co., 8 Allen (Mass.), 234, was a case like this in its facts. The court said: "It is well known that the highest speed of a railroad car is very moderate, and the driver easily controls it, and stops the car by means of his voice, his reins, and his brake. In turning around an angle from one street to another, passengers are not required to expect that he will drive at a rapid rate, but, on the contrary, might reasonably expect a careful driver to slacken his speed. The seats inside are not the only places where the managers expect passengers to remain; but it is notorious that they stop habitually to receive passengers to stand inside till the car is full, and then to stand on the platforms till they are full, and continue to stop and receive them even after there is no place to stand except on the steps of the platform. Neither the officers of these corporations, nor the managers of the cars, nor the travelling public, seem to regard this practice as hazardous, nor does experience thus far seem to require that it should be restrained on account of its danger. There is, therefore, no basis upon which the court can decide upon the evidence reported that the plaintiff did not use ordinary care. It was a proper case to be submitted to the jury upon the special circumstances which appeared in evidence." These remarks are quite applicable to the case in hand.

Standing on the front platform of a horse car, when there is room inside, is not conclusive evidence that the person injured by the driver's default was not exercising due care: *Magnire v. Middlesex R. Co.*, 115 Mass. 239. A street railway company has the right to carry passengers on the platforms, and if a passenger be injured while standing there, without objections by the company's agent, whether the injury was with his contributory negligence is for the jury to decide under all the facts and circumstances detailed in evidence: *Bunn v. Bellefontaine & St. L. R. Co.*, 50 Mo. 139.

It has also been decided in other States, that if a passenger be injured while standing on the platform of a street or horse car, the question of his contributing negligence is one of fact for the jury.

So little danger exists in riding on the platforms, accidents to passengers while thus riding are so rare, that this is the first time the question



raised has been presented in Pennsylvania. We think the decisions in other States above referred to are sound. They accord with well settled principles. What is and what is not negligence in a particular case is generally a question for the jury, and not for the court. It is always a question for the jury when the measure of duty is ordinary and reasonable care. When the standard shifts with the circumstances of the case, it is in its very nature incapable of being determined as a matter of law. When both the duty and the measure of its performance are to be ascertained as facts, a jury alone can determine what is negligence, and whether it has been proved: *West Chester & Phila. R. Co. v. McElwee*, 17 P. F. S. 311.

It is the duty of courts in cases of clear negligence, arising from an obvious disregard of duty and safety, to determine it as a question of law. This principle was applied in the numerous cases cited by defendant. It should always be where the admitted facts, or the proofs adduced by a party, conclusively show his negligence.

The undisputed facts in this case show that the measure of duty on the part of the deceased was ordinary and reasonable care: and what that was, and whether he complied with it, could only be determined by the jury.

Judgment affirmed.

C. H. Gross and T. J. Barger, Esqs., for plaintiff in error.

Richard P. White, Esq., for defendant in error.

#### The Poughkeepsie Bridge.

In view of the approaching completion of the New York and New England Railroad through to the Hudson River, information as to the present status of the Poughkeepsie Bridge will be of interest. Efforts are being made in the New York Legislature to secure a charter for another bridge across the Hudson, some distance below Fishkill. In the course of the debate upon the bridge question in the Assembly, General Sharpe of Ulster, N. Y., gave the following information concerning the Poughkeepsie Bridge:

"The progress with the bridge at Poughkeepsie has been retarded by several adverse occurrences which it was impossible to fore see or to control. Finally the embarrassment of the constructing company, after the work had been begun and some \$600,000 had been expended, caused an entire stoppage; and the difficulties arising out of it are not yet entirely cleared away. Nevertheless, important progress has been made. All the engineering difficulties have been met and overcome, not by calculation but by actual construction. The foundations of one pier have been carried down through fifty feet of water and fifty more of silt at the bottom of the river, to a solid resting place; and from thence the pier has been built up to a height of twenty feet above the surface. The caisson for the second pier is in place and has been sunk nearly to the required depth; while a third pier is already in the course of construction. Since the stoppage of the work parties of financial strength have become interested in the enterprise and the arrangements necessary to a resumption of the work on such basis as to secure its certain and rapid progress until the end is reached are almost complete. Assurances are given by men of the highest character that the construction will be again begun early in the present season. It is expected to finish the piers during the summer and the superstructure next year, so that the whole will be ready for the cars within the time required by the charter of the

Poughkeepsie company unless unforeseen accidents in hostile legislation interfere."

In describing the connections for the bridge, Gen. Sharpe stated that—

"The Poughkeepsie, Hartford and Boston Railroad is now in operation from Poughkeepsie eastward to Hartford, and reaching all New England. The New York and New England Road is being finished to Hopewell Junction, in Dutchess county, and a company is also being formed, with a very strong financial backing, to construct a line connecting with the Boston and Albany and Massachusetts Central Roads at or near Westfield, Mass. On the West there are but ten miles to build to reach the Walkill Valley Road, connecting with the Erie at Gushen, and which has been for years in successful operation. Two separate companies have been organized to build not only these ten miles but further on directly to the coal field by different roads leading westward and south. One of these has expended a million and a half in construction; the other has the money and its contracts are made, ready to begin work as soon as that on the bridge is resumed. Neither of these routes presents any serious or unusual difficulty or obstacle; the grades will be easy and the cost will be light."

#### The "Inventor" of the Locomotive.

The saying that a prophet has no honor in his own country does not apply to George Stephenson; for Northumberland is foremost in making arrangements for celebrating, a couple of months hence, the centenary of the birth of the great engineer, who first saw the light in a humble dwelling in Street-house, in the Tyneside district. The county is very proud to have been the birth-place of the inventor of the locomotive, and it intends to commemorate the centenary in a way that will invest the proceedings with much interest. A chain of locomotives, representing the various stages of development of that wonderful machine, is to be linked together at the Central Station in Newcastle-on-Tyne, and journey thence to Street-house. There is also to be a procession of all the trade societies and public bodies in the Tyneside district, including the miners' associations of Northumberland and Durham, and a great public demonstration on the Town Moor. The inevitable banquet will be held at Newcastle in the evening, when, we may venture to anticipate, ample justice will be done to the memory of the man who rose from the humblest position in a colliery to be a very prince among engineers.—[*Liverpool Mercury*.]

A company has been organized to build a branch of the Brooklyn Underground Railroad (the main route of which is under Washington st., Fulton st., and Flatbush ave.) under Myrtle ave. from Fulton st. to Broadway. The capital is fixed at \$1,000,000 and is held mainly by Myrtle ave. property owners. Dr. Fearn is president of the new enterprise, George Wilson secretary and John Weidmer treasurer.

The Chicago, Milwaukee and St. Paul Railway Company have commenced operations for the construction of a railroad from Rockford, Ill., to Kankakee, via Mendota, Seneca and Braidwood, where the company recently purchased 4,000 acres of coal lands.

The contract for grading the Peoria and Farmington Railroad between Monmouth, Ill., and Keithsburg has just been let to Gen. F. C. Smith and John McFarland, of Galesburg. Work is to be begun by the 20th of June, and completed by October 1. The grading of the road between

Peoria and Spoon River is being rapidly pushed to completion, and the iron will soon be laid.

#### Northern Central Railway.

The following is a comparative statement of the gross earnings, operating expenses and net earnings of the Northern Central Railway Company for the month of April—

	1881.	1880.
Gross earnings.....	\$487,272 85	\$336,130 40
Operating expenses...	269,441 09	272,561 98

Net earnings....\$217,831 76 \$113,568 42  
—showing an increase in earnings of \$101,142 45, with a decrease in expenses of \$8,120 89, making the increase in net earnings \$104,263 34.

For the four months ending April 30, the gross earnings, operating expenses and net earnings were:

	1881.	1880.
Gross earnings.....	\$1,708,992 55	\$1,466,809 87
Operating expenses...	1,020,456 13	974,987 37

Net earnings...\$688,536 42 \$491,822 50  
—showing an increase in earnings of \$242,182 68, with an increase in expenses of \$45,468 76, making the increase in net earnings \$196,713 92.

From the report of the receiver of the Ohio and Mississippi Railroad, filed in the Circuit Court in Cincinnati on the 18th of May, we learn that the receipts for the month of April (including \$158,769 78 on hand at the commencement of the month) were \$720,815 45, and the disbursements \$341,692 20, leaving cash on hand May 1, 1881, \$79,123 25. The disbursements were for: vouchers subsequent to November 17, 1876, \$491,532 83; pay rolls, \$148,765 27; arrearages, \$1,394 10.

Passenger trains are now running on the Cincinnati Northern Railroad between Norwood and Lebanon, a distance of twenty-four miles. From Norwood to Cincinnati passengers use the Marietta and Cincinnati Railroad. It is expected that the portion from Norwood to Cincinnati will be completed in three months. Auxiliary engines specially built for the purpose will be used on the steep grade at the Cincinnati end of the road.

The Miners' Journal says that surveyors have arrived at Tamaqua, Schuylkill county, to survey the line between that point and Stroudsburg proposed by the New York, Lackawanna and Western's extension from the New Jersey Midland road, that the line will ultimately be extended to Pottsville, and tap other points of the Schuylkill region.

In the suit of Robert Law vs. the Chicago and Pacific Railroad Company and its Directors at Chicago, Judge Jameson, on the 28th ult. overruled the demurrer, holding that the lease of the road to the Chicago, Milwaukee and St. Paul Company was not valid—there being no authority for a domestic corporation to lease its road to foreign corporate bodies.

Twenty-five miles of the track of the International and Great Northern Railroad, south of San Antonio, Texas, were accepted by the railroad company on the 27th ult., and will be operated by them.

It is thought that trains will be running upon the new railroad between Haddonfield and Marlton, N. J., by the middle of June.

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:							Boston, Clin., Fitchb. & N. Red:						
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1918	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Great Southern:							1st Mortgage.....	547,600	7	"	"	1889	....
1st Mortgage, 1878.....	1,050,000	6	Jan. & July.	New York.	1908	....	2d Mortgage.....	252,000	7	"	"	1890	....
Receiver's Certif. of Ala. & Chat.	600,000	8	.....	.....	1882	....	Consolidation Bonds.....	528,000	7	June & Dec.	"	1899	....
Albany and Susquehanna:							Equipment Notes.....	570,000	6	Apr. and Oct.	"	'81-'83	....
1st Mortgage, 1883.....	1,000,000	7	Jan. & July.	New York.	1888	....	Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
2d Mortgage, 1886.....	1,967,000	7	April & Oct.	"	1888	....	Boston, Concord and Montreal:						
Albany Loan.....	933,000	6	May & Nov.	"	'95-'97	....	Sinking Fund Mortgage.....	621,000	6	Jan. & July.	Boston.	1889	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	"	1906	....	Consol. Mortgage for \$2,000,000.	1,874,500	6 1/2	Apr. and Oct.	"	1893	....
Alexandria and Fredericksburg:							Boston and Lowell:						
1st Mortgage, 1869.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Bonds of 1872.....	999,500	7	Apr. and Oct.	Boston.	1892	....
Allegheny Valley:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
General Mortgage, 1866.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	....
Special Mortgage to Penn., 1870	3,000,000	8	January.	Harrisburg.	.....	....	Bonds of 1878.....	620,000	5	"	"	1899	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....	Boston and Maine:						
Fund. Inc. 3d Lien (traf. guar.)	6,986,800	7	"	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)..	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Alliance and Lake Erie:							Boston and New York Air Line:						
1st Mortgage S. F., 1878.....	150,000	7*	April & Oct.	New York.	1893	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
Ashtabula and Pittsburg:							Boston and Providence:						
1st Mortgage, 1878.....	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	....
Atchison, Colorado and Pacific:							Brooklyn Elevated:						
1st Mortgage, guar.....	16,000pm	6	F. M. A. & N.	New York.	1905	....	1st Mortgage for \$2,500,000.....	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage gold, 1869.....	7,041,000	7*	Jan. & July.	Boston.	1899	....	General Mortgage.....	550,000	7	Jan. and July.	New York.	1896	....
Land Grant Mortgage gold, 1870	3,116,500	7*	April & Oct.	"	1900	....	Buffalo and Erie (L. S. & M. S.):						
Consolidated Bonds (gold).....	278,500	7*	"	"	1903	....	Mort. bonds, assumed.....	200,000	7	Jan. and July.	New York.	1882	....
Construction Notes.....	78,000	7	Jan. & July.	"	1881	....	Mort. bonds, ".....	300,000	7	March & Sept.	"	1886	....
Land Income bonds, 1878.....	480,000	8	"	"	'83-'88	....	Mort. bonds, ".....	2,534,000	7	Apr. and Oct.	"	1898	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....	Buffalo, New York and Erie:						
Wichita and Southwestern—							1st Mortgage.....	2,380,000	7	June & Dec.	New York.	1916	....
1st Mortgage, guar.....	412,000	7*	Jan. & July.	Boston.	1902	....	Buffalo, New York & Phila.:						
Pueblo and Arkansas Valley—							1st Mortgage.....	3,000,000	6*	Jan. and July.	New York.	1896	....
1st Mortgage, gold.....	1,633,000	7*	Jan. & July.	Boston.	1905	....	2d Mortgage for \$1,500,000.....	646,500	7*	M. J. S. & D.	Buffalo.	1908	....
1st Mortgage, gold, guar.....	1,942,200	7*	"	"	1906	....	Burlington, Cedar Rapids & Nor:						
Kansas City, Top. & Western—							1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	....
1st Mortgage, gold.....	854,000	7*	Jan. & July.	Boston.	1905	....	Burl. and Mo. River (C. B. & Q.):						
Income Bonds.....	200,000	.....	.....	.....	.....	....	Land and R. R. Mortgage.....	4,621,250	7	April & Oct.	N. Y. & Bos.	1893	....
Pleasant Hill and De Soto—							Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
1st Mortgage, gold.....	120,000	7*	April & Oct.	Boston.	1907	....	Stock (common) Bonds.....	370,500	8	"	"	1889	....
Florence, El Dorado & West—							Bur. & Mo. R. in Neb. (C. B. & Q.):						
1st Mortgage, gold.....	310,000	7*	April & Oct.	Boston.	1907	....	Bonds convertible until 1882.....	600,000	8	Jan. and July.	Boston.	1883	....
New Mexico and So. Pacific—							Consol. Mortgage for \$14,000,000	7,905,000	6	"	"	1915	....
1st Mortgage, gold.....	5,610,000	7*	.....	Boston.	1908	....	Burlington and Southwestern:						
Atlanta and Charlotte Air Line:							1st Mortgage (\$20,000 per mile).....	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage (registered).....	500,000	7	April & Oct.	New York.	1897	....	1st Mortgage (Linneus Branch).....	1,600,000	7	.....	"	1892	....
1st Mortgage preferred.....	4,250,000	7	Jan. & July.	"	1907	....	Cairo, Ark. & T. (St. L., I. M. & S.):						
Atlantic, Miss. and Ohio:							1st Mort., gold (Coup. or Reg.).....	1,450,000	7*	June and Dec.	New York.	1897	....
1st Mort. consol. for \$15,000,000.....	5,470,000	7*	April & Oct.	New York.	1901	....	Cairo & Fulton (St. L., I. M. & S.):						
2d Mort. to State (no int. till '80)	4,000,000	.....	.....	.....	.....	....	1st Mort. (R. R. and Land).....	7,948,000	7*	Jan. & July.	New York.	1891	....
Norfolk and Petersburg—							Cairo and St. Louis:						
1st Mortgage, extended.....	306,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
1st Mortgage, extended.....	157,000	7	"	"	1887	....	California Pacific:						
2d Mortgage.....	458,000	8	"	"	1893	....	1st Mortgage, gold.....	2,250,000	7*	Jan. & July.	New York.	1889	....
South side:							2d Mortgage, end. by Cen. Pac.	1,600,000	6*	"	"	1891	....
1st preferred bonds.....	684,000	8	Jan. & July.	New York.	'81-'90	....	3d Mortgage, guar. by Cen. Pac.	2,000,000	6	"	"	1905	....
2d preferred bonds.....	621,000	6	"	"	'81-'90	....	3d Mortgage, guar. by Cen. Pac.	1,000,000	3	"	"	1905	....
3d preferred bonds.....	452,500	6	"	"	'91-'90	....	Camden & Amboy (U. Co. of N. J.)						
Virginia and Tennessee:							Loan of 1883.....	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Enlarged Mortgage.....	990,000	6	Jan. & July.	New York.	1884	....	Loan of 1889.....	866,000	6	June and Dec.	Princeton.	1889	....
4th Mortgage.....	967,000	8	"	"	1900	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Registered Certificates.....	84,000	8	"	"	1875	....	Camden and Atlantic:						
Funded Into est.....	229,000	8	"	"	1880	....	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	....
Atlantic and Pacific:							2d Mortgage.....	497,000	6	April & Oct.	"	1904	....
1st Mort. S. F. for \$25,000,000.....	25,000pm	6*	Jan. & July.	N. Y. or Bos.	1910	....	Camden and Burlington County:						
Income Bds. non-cumulative.....	18,750pm	6	April & Oct.	.....	1910	....	1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and St. Lawrence:							Canada Southern:						
2d Mortgage (sterling) of 1864.....	1,500,000	6*	April & Oct.	London.	1881	....	New Mort. (\$14,000,000) Int. gr.....	13,497,311	3	Jan. & July.	New York.	1908	....
3d Mortgage (sterling) of 1871.....	715,000	6*	May & Nov.	"	1881	....	Carolina Central:						
Bald Eagle Valley:							1st Mortgage.....	3,000,000	6*	Jan. & July.	New York.	1902	....
General Mortgage.....	400,000	.....	Jan. & July.	Philadelphia.	1910	....	2d Mortgage—Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
Baltimore and Ohio:							Catawissa:						
Loan of 1853-'55.....	1,710,000	.....	April & Oct.	Baltimore.	1885	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Loan of 1855-'90 (Balt.) skg. fd.....	2,833,520	6*	Jan. & July.	"	1890	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	....
Loan of 1870-'95 (atg.) skg. fund.....	2,882,956	6	March & Sept.	London.	1895	....	Chattelet Mortgage.....	209,850	5	May & Nov.	"	'88-'95	....
Loan of 1872-1902 (atg.) S. F.....	8,507,352	6*	"	"	1902	....	Cedar Falls and Minnesota:						
Loan of 1874-1910 (atg.) S. F.....	9,107,547	6*	May & Nov.	"	1910	....	1st Mort. (C. F. to Waverly).....	198,000	7	April & Oct.	New York.	1884	....
Sterling Debentures.....	968,000	6*	Jan. & July.	"	1881	....	1st Mort. (W. to Minn. Line).....	1,334,000	7	Jan. & July.	"	1887	....
Purchase of Connellville R. R.	800,000	6	"	Baltimore.	'81-'90	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Ster. Loan, lien on Chi. line bds.....	7,744,000	5	June & Dec.	London.	1927	....	1st Mortgage, 1861, (70 miles).....	700,000	7	Feb. & Aug.	New York.	1891	....
Parkersburg Branch Bonds.....	3,000,000	6	April & Oct.	Baltimore.	1919	....	1st Mortgage, 1863, (18 miles).....	582,000	7	"	"	1894	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....	1st Mortgage, 1866, (146 miles).....	2,332,000	7	May and Nov.	"	1916	....
Bonds to State of Maryland.....	360,000	6	"	"	1888	....	Central Branch Union Pacific:						
Baltimore and Potomac:							1st Mort. (Atch. & Pike's Peak).....	1,600,000	6	May & Nov.	New York.	1895	....
1st Mort. (Tunnel) gold, S. F.....	1,500,000	6*	Jan. & July.	Balt. or Lond.	1911	....	2d Mortgage Government's security.....	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
1st Mortgage (R. R.) gold, S. F.....	3,000,000	6*	April & Oct.	Philadelphia.	1911	....	Funded Interest Bonds.....	540,000	7*	May & Nov.	New York.	.....	....
2d Mort. Inc. (R. R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....	Central of Georgia:						
Bedford and Bridgeport:							General Mort. for \$1,000,000.....	3,750,000	7	Jan. & July.	N. Y. & Savan.	1893	....
1st Mortgage.....	1,0												



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'96-'98	....	Consolidated Sinking Fund ....	5,311,000	7	F. M. A. & N.	New York.	1915	....
State Aid B'ds (Int. by State) gold.	1,500,000	7*	"	"	1884	....	General Consol. Gold Bonds ...	12,343,000	7*	June & Dec.	"	1902	....
2d Mort. (Governm't Subsidy).	25,883,000	6*	"	"	'96-'98	....	Sinking Fund Bonds of 1879...	6,440,000	6*	Apr. and Oct.	"	1929	....
1st Mort. (Western Pacific) gold.	2,616,000	6*	"	"	1899	....	1st Mort. ext. (Gal. & Chi. U.)...	1,652,000	7	Feb. & Aug.	"	1887	....
Government Lien (West. Pac.)...	1,970,166	6*	"	"	1899	....	1st Mortgage (Chic. & Mil.)...	1,700,000	7	Jan. and July.	"	1898	....
1st Mort. (Calif. & Oregon) gold.	8,000,000	6*	"	"	'88-'92	....	1st Mortgage gr. (Iowa Midland)	1,350,000	8	April & Oct.	"	1900	....
1st Mort. (S. Fr., Okla. & Ala.)...	687,000	8	"	"	1890	....	1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	"	1917	....
1st Mort. (San Joaquin V.D.) gold.	6,050,000	8*	April & Oct.	"	1900	....	1st Mort. (Minnesota Valley)...	150,000	7	April & Oct.	"	1908	....
Land bonds (Gen. Pacific) gold.	6,530,900	8*	"	"	1890	....	1st Mort. (Roch. and Nor. Mo.)...	200,000	7	March & Sept.	"	1908	....
Income bonds, Sinking Fund ..	2,285,000	8	May & Nov.	"	1888	....	1st Mort. (Plainview Railroad)...	100,000	7	"	"	1908	....
Central Vermont:							Winona and St. Peter—						
1st Mort., Consol. (Vt. Central)...	3,000,000	7	May & Nov.	Boston.	1886	....	1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mort., Consol. ( " ) ..	1,500,000	7	June & Dec.	"	1891	....	2d Mortgage, guar.....	1,610,000	7	May & Nov.	"	1907	....
Equipment Mort. ( " ) ..	1,500,000	8	May & Nov.	"	'76-'79	....	Extension Mortgage Bonds...	4,254,000	7*	June & Dec.	"	1916	....
Income and Extension Bonds...	1,608,600	8	"	"	1902	....	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Sherf. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....	1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
Charlotte, Columbia & Augusta:							2d Mortgage.....	750,000	8	April & Oct.	"	1891	....
1st Mortgage.....	1,907,500	7	Jan. & July.	New York.	1896	....	Chicago, Rock Island and Pacific:						
2d Mortgage.....	500,000	7	April & Oct.	"	1910	....	1st Mortgage for \$12,500,000...	10,000,000	6	Jan. & July.	New York.	1917	....
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$13,000,000...	3,468,000	7	May & Nov.	New York.	1897	....
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$3,000,000...	7,253,000	6	June & Dec.	"	1907	....
1st Mortgage.....	300,900	7	June & Dec.	New York.	1899	....	N. Orleans, Jack. & Gt. Nor.—						
Chesapeake and Ohio:							1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1899	....	2d Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
1st Mortgage gold "A".....	2,000,000	6*	April & Oct.	"	1908	....	Mississippi Central—						
1st Mort. gold "B".....	16,000,000	6*	May & Nov.	"	1908	....	1st Mortgage.....	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage Income.....	10,000,000	6	Jan. & July.	"	1918	....	2d Mortgage.....	1,996,000	8	Feb. & Aug.	"	1886	....
Virginia Central Mort. Coupon.	918,000	6	"	"	1884	....	Chl. & Southwestern (C.R. & Pac.):						
Chester:							1st Mortgage, gold, guar.....	5,000,000	7	May and Nov.	New York.	1899	....
Coupon bonds (no Mort.).....	806,900	6	Jan. & July.	Boston.	'80-'96	....	Chicago, St. Paul, Minn. & O.:						
Chicago and Alton:							Consol. M., 1880, for \$30,000,000.	7,800,000	6	June & Dec.	New York.	1910	....
1st Mortgage.....	2,363,000	7	Jan. & July.	New York.	1893	....	Chicago, St. Paul, and Minn.—						
1st Mortgage, Income.....	1,096,000	7	April & Oct.	"	1883	....	1st Mortgage, gold.....	2,800,000	6*	May & Nov.	New York.	1918	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....	2d Mortgage, land grant.....	2,018,000	6*	"	"	1898	....
Sinking Fund Gold Bonds.....	3,000,000	6*	May & Nov.	New York.	1903	....	St. Paul, Stillw' & Tay. Falls—						
1st Mort. (St. L. & C.) assumed	664,000	7	April & Oct.	"	1894	....	1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
2d Mort. ( " ) ..	188,000	7	Jan. & July.	"	1898	....	St. Paul and Sioux City—						
Chicago, Burlington and Quincy:							1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1910	....
Trust Mortgage, 8 1/2 p'd Inconv.	3,711,000	8	Jan. & July.	New York.	1883	....	North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	"	1900	....
Trust Mortgage (Burl. to Peoria)	853,000	7	April & Oct.	"	1890	....	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1880	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....	Cincinnati, and Baltimore:						
Plain 5 per cent bonds.....	2,356,000	5	"	Boston.	1901	....	1st Mort. guar. by R. & O. & M. & C.	736,000	7	Jan. & July.	Baltimore.	1900	....
Bonds of 1876, Sinking Fund...	89,000	5	June & Dec.	"	1896	....	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds.....	85,477	7	Jan. & July.	"	1896	....	2d Mortgage of 1866.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. Mortgage for \$30,000,000.	13,695,000	7	"	New York.	1903	....	Consol. S. F. M. for \$3,000,000...	1,224,000	7	April & Oct.	"	1905	....
Chicago and Canada Southern:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	3,541,250	7*	April & Oct.	New York.	1902	....	1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1903	....
Chicago, Cincinnati and Louisv.:							Cin. & Ind. (C. I., St. L. & C.):						
1st Mortgage.....	1,090,000	7	Jan. & July.	New York.	1887	....	1st Mortgage.....	499,000	7	June & Dec.	New York.	1892	....
Chicago, Cinn., Dub. and Mil.::							2d Mortgage, guar.....	1,545,500	7	Jan. and July.	"	'82-'92	....
1st Mortgage, old.....	400,000	7	Feb. & Aug.	"	1884	....	Cincinnati, Ind., St. Louis & Chi.:						
Chicago, Det. and Ja. G'd June:							1st Mortgage, 1880, for \$7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mortgage.....	1,025,000	6	June & Dec.	London.	....	....	1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	"	1897	....
Chicago and Eastern Illinois:							Equipment Bonds, reg. (do.)...	187,000	10	March & Sept.	"	1883	....
1st Mortgage, Sinking Fund...	2,925,000	6	June & Dec.	New York.	1907	....	1st Mort. (Indianap. & Cin.) '85	1,600,000	7	April & Oct.	"	1888	....
2d Mort., Income, (non-cum.)...	714,329	7	December.	"	1907	....	1st Mort. (Cin. & Indiana).....	499,000	7	June & Dec.	"	1892	....
Chicago and Grand Trunk:							2d Mort. ( " ) .. guar.	1,545,500	7	Jan. & July.	"	'82-'92	....
1st Mortgage, Sterling.....	6,000,000	6*	Jan. & July.	London.	1900	....	1st Mort. (Cin., Laf. and Chi.)...	1,120,000	7*	March & Sept.	"	1901	....
2d Mortgage Income.....	4,000,000	7	September.	New York.	1900	....	Cin., Laf. & Chi. (C. I., St. L. & C.)						
Chicago and Iowa:							1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
1st Mortgage.....	1,750,000	8	Jan. & July.	N.Y. & Bos.	1901	....	Cincinnati & Muskingum Valley:						
Chicago, Iowa and Nebraska:							1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
2d Mort. (now 1st).....	663,200	7	Jan. & July.	Boston.	1888	....	Cincinnati, Richmond & Chicago:						
2d Mort. (now 2d).....	211,500	7	Feb. & Aug.	New York.	1892	....	1st Mortgage guar. by C. H. & D.	580,000	7	Jan. and July.	New York.	1895	....
Chicago and Milwaukee:							2d Mortgage.....	65,000	7	"	"	1889	....
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....	Cinc., Rich. & Ft. Wayne (G.R. & I.):						
Chicago, Milwaukee and St. Paul:							1st Mortgage, gold, guar.....	1,900,000	7*	June and Dec.	New York.	1921	....
Consol. Mort. for \$35,000,000...	8,433,000	7	Jan. & July.	New York.	1905	....	Cin. Rockport and Southwestern:						
2d Mortgage.....	496,000	7	April & Oct.	"	1884	....	1st Mortgage, gold.....	285,500	6*	Jan. and July.	New York.	1908	....
1st Mort. (La Crosse Division).	6,000,000	7	Jan. & July.	"	1893	....	Cincinnati, Sandusky and Cleve.:						
1st Mort. (Chic. and Mil. Div.)...	2,500,000	7	"	"	1903	....	2d Mortgage.....	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (Iowa & Dakota Ext.)...	3,500,000	7	"	"	1908	....	1st Mort. (San. Day. & Cin.)...	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Iowa and Minn. Div.)...	3,810,000	7	"	"	1897	....	1st Mort. (San. City and Ind.)...	350,000	7	March & Sept.	"	1897	....
1st Mort. (Minnesota Central)...	183,000	7	"	"	1894	....	Cincinnati and Springfield:						
1st Mort. (St. Paul Division)...	4,000,000	7*	"	"	1902	....	1st Mort. (guar. by U. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
1st Mort. (Iowa and Dak. Div.)...	577,000	7	Feb. & Aug.	"	1899	....	2d Mortgage.....	651,000	7	Jan. and July.	"	1902	....
1st Mort. (Prairie du Chien Div.)...	3,874,000	8	"	"	1898	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. ( " ) ..	1,315,000	7.5	Jan. & July.	"	1898	....	1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (Hast. and Dak. Div.)...	160,000	7	"	"	1902	....	1st Mort. (C. U. and C. R. R.)...	125,000	7	June and Dec.	"	'76-'94	....
1st Mort. (Mil. and Western)...	219,000	7	"	"	1891	....	1st Mort. (Bell. and Ind. R.R.)...	408,000	7	Jan. & July.	"	1899	....
1st Mort. (Southwestern Div.)...	4,000,000	8	"	"	1901	....	Consol. Mortgage for \$7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
1st Mort. (Dav. & N. W.).....	1,755,000	8	"	"	1910	....	Cleveland & Mahoning Valley:						
1st Mort. (Chic. and Pac. Div.)...	2,000,000	8	"	"	1910	....	1st Mortgage, extended.....	68					

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Celebrookdale:							Dubuque and Dakota:						
1st Mort. guar. by Ph. and Rdg.	800,000	6	June & Dec.	Philadelphia.	1898	....	1st Mortgage, gold, guar.....	550,000	6*	Jan. & July.	New York	1919	....
Colorado Central:							Dubuque Southwestern:						
1st Mortgage, new.....	2,526,000	7*	June & Dec.	Boston.	...	....	1st Mortgage.....	450,000	7	April & Oct.	New York	1883	....
Columbia and Port Deposit:							1st Mortgage, preferred.....	81,500	7	Jan. & July.	"	1882	....
1st Mortgage.....	1,503,000	7	Feb. & Aug.	Philadelphia.	1892	....	Dunkirk, Allegheny Val. & Pittab.						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (gold).....	2,000,000	7*	June & Dec.	New York	1890	....
1st Mortgage Consol. skg fund..	10,478,000	7	April & Oct.	New York.	1908	....	2d Mortgage.....	1,000,000	7	April & Oct.	"	1890	....
2d Mortgage skg fund.....	130,000	7	Feb. & Aug.	"	"	....	3d Mortgage.....	200,000	7	"	"	1890	....
Income convertible.....	8,996,000	7	"	"	"	....	East Broad Top:						
1st Mort. (Chic. and St. Eastern)	234,000	7	April & Oct.	"	"	....	1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1903	....
2d Mort. ( " )	23,700	7	Jan. & July.	"	"	....	East Pennsylvania (Ph. & Va.):						
1st Mort. (Cin. and Chl. Air-L.)	118,000	7	F. M. A. & N.	"	"	....	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	....
2d Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	"	....	East Tennessee, Virginia & Ga.:						
1st Mort. ( " )	821,000	7	May & Nov.	"	"	....	1st Mort. skg fund for \$3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July.	"	"	....	2d Mortgage.....	100,000	4	"	"	'82-'87	....
1st Mort. (Tol., Logansport & Bur.)	610,500	7	Feb. & Aug.	"	"	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
Income ( " )	67,546	7	"	"	"	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
1st Mort. (Union & Logansport)	716,000	7	April & Oct.	"	"	....	Company Bonds ( " )	634,000	6	"	"	'80-'85	....
Union Trust Co. Certificates.....	1,600,000	....	....	....	....	....	Eastern (Mass.):						
Columbus and Hocking Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Certificates of Indebtedness....	13,398,420	4 1/2	"	Bost. & Lond.	1906	....
1st M., Logan & Straitsville Br.	200,000	7	Jan. & July.	"	"	....	Eastern Shore (Md.):						
2d Mortgage.....	730,000	7	"	"	"	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	....
Columbus, Springfield and Cin.:							Eel River:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Equipment Bonds.....	118,000	7	F. M. A. & N.	.....	1885	....
Columbus and Toledo:							Elizabethtown, Lex. & Big Sandy:						
1st Mortgage for \$2,500,000.....	2,465,000	7	Feb. & Aug.	New York.	1905	....	1st Mortgage, gold.....	1,200,000	6*	March & Sept.	New York.	1902	....
Columbus and Xenia:							Elmira and Williamsport (N. Can.):						
1st Mortgage, guar. by L.M.R.R.	802,000	7	March & Sept.	New York.	1890	....	1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Concord and Claremont:							Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	2662	....
1st Mortgage.....	500,000	7	.....	Concord, N.H.	1894	....	Erie-See N. Y., Lake E. & West						
Connecticut Central:							Erie and Pittsburg (Penn. Co.):						
1st Mortgage for \$100,000.....	325,000	7	April & Oct.	.....	1895	....	1st Mortgage.....	290,700	7	Jan. & July.	New York.	1882	....
Connecticut and Passumpsic Riv.:							2d Mortgage.....	92,300	7	April & Oct.	"	1890	....
New Mortgage for \$1,500,000....	1,409,500	7	April & Oct.	Boston.	1893	....	Consolidated Mortgage.....	2,194,000	7	Jan. & July.	"	1898	....
Coupon Notes.....	123,000	7	June & Dec.	"	1881	....	Equipment Mortgage.....	685,000	7	April & Oct.	"	1890	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	"	1890	....	European & N. American (Mo.):						
Connecticut Western:							1st Mort. (Bangor City Bonds)...	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	5,300,000	7	Jan. & July.	New York.	1900	....	Kavanaugh and Terre Haute:						
Connecting (Philadelphia):							1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mort. A., B., C., D. & E.....	991,000	6	March & Sept.	Philadelphia.	'00-'04	....	1st Mortgage (109 m.)	611,000	7	May & Nov.	"	1887	....
Corning, Cowanesque & Antrim:							Consolidated Mort. for \$1,500,000	265,000	6	Jan. & July.	"	1910	....
1st Mortgage.....	450,000	7*	Jan. & July.	.....	1885	....	Kavanaugh, Terre Haute & Chl.:						
Cumberland & Penn. (Consol. Coal):							1st Mortgage, gold.....	775,000	6*	May & Nov.	New York.	1900	....
1st Mortgage.....	805,500	6	March & Sept.	New York.	1891	....	2d Mortgage, gold.....	325,000	6*	Jan. & July.	"	1903	....
2d Mortgage, sinking fund.....	594,000	6	May & Nov.	"	1888	....	Fitchburg:						
Cumberland Valley:							Bonds of 1874.....	500,000	4	April & Oct.	Boston.	1894	....
1st Mortgage.....	181,000	8	April & Oct.	Philadelphia.	1904	....	Bonds of 1877.....	500,000	6	"	"	1897	....
2d Mortgage, sinking fund.....	109,500	8	"	"	1903	....	Bonds of 1879.....	500,000	6	"	"	1899	....
Plain bonds.....	81,500	6	"	"	1884	....	Flint and Pere Marquette:						
Danbury and Norwalk:							1st Mort. Land Gr. (3d series)...	1,722,000	8	March & Sept.	New York.	1888	....
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	....	Flint & Holly R. F. (\$25,000 r.f.y.)	300,500	10	May & Nov.	"	1883	....
2d Mortgage.....	200,000	7	"	"	1892	....	1st Mort. (Bay C. & Sag. Guar.)	100,000	10	Jan. & July.	Newark.	1882	....
Consolidated Mortgage.....	100,000	6	"	"	1920	....	Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
Dayton and Michigan (C.H. & D.):							1st Mort. skg. Ill. (H., W. & Mon.)	1,000,000	8	Jan. & July.	"	1901	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Reorgan'n bds (redeem. at will)...	.....	6	.....	.....	1910	....
2d Mortgage, guar.....	420,000	7	March & Sept.	"	1887	....	Florida Central:						
3d Mortgage, guar.....	551,000	7	April & Oct.	"	1888	....	1st Mortgage, gold coupon ....	300,000	7*	Jan. & July.	New York.	1907	....
Toledo Depot bonds guar.....	165,500	7	March & Sept.	"	'81-'84	....	Flushing, North Shore and Cent.:						
Dayton and Union:							1st Mort. (Flushing and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
1st Mortgage.....	90,000	7	.....	.....	1879	....	2d Mort. ( " )	400,000	7	"	"	1900	....
2d Mortgage.....	135,500	7	.....	.....	1879	....	1st Mort. (Cent. R. R. Exten.)	200,000	7	"	"	1908	....
Income Bonds.....	282,445	7	.....	.....	1879	....	Fonda, Johnstone & Gloversville:						
Dayton and Western (L. M. R.R.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	....
1st Mortgage (assumed).....	495,000	6-7	Jan. & July.	New York.	1905	....	Fort Madison and Northwestern:						
Delaware (F. W. and Balt.):							1st Mortgage, gold.....	700,000	7*	April & Oct.	New York.	1905	....
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	....	Fort Wayne, Muncie & Cin.:						
Delaware and Bound Brook:							1st Mortgage.....	1,800,000	8*	April & Oct.	Boston.	1899	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....	2d Mortgage.....	500,000	8	"	"	1896	....
Delaware, Lackawanna & Western:							Equipment Mortgage.....	345,000	8	Jan. & July.	"	1881	....
1st Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	....	Framingham and Lowell:						
Convertible Bonds.....	600,000	7	June & Dec.	"	1892	....	1st Mortgage.....	500,000	7	April & Oct.	Boston.	1880	....
Consol. Mortgage Bonds.....	2,667,000	7	March & Sept.	"	1907	....	Frankfort and Kokomo:						
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	"	"	1885	....	1st Mortgage gold.....	200,000	7	Jan. & July.	New York.	1908	....
Denver Pacific (Union Pacific):							Fremont, Elkhorn & Mo. Valley:						
1st Mortgage gold, land grant....	527,000	7*	May & Nov.	New York.	1899	....	1st Mortgage.....	696,000	7	April & Oct.	New York.	1901	....
Denver & Rio Grande:							Income Bonds.....	817,092	7	"	"	1886	....
1st Mort. gold, skg fund.....	6,382,500	7*	May & Nov.	New York.	1900	....	Galena & One. Union (C. & N.W.):						
1st Mort. (Ark. Valley Div.).....	1,040,000	7*	"	"	1902	....	1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882	....
Consolidated Mortgage.....	8,475,000	7	Jan. & July.	"	1900	....	Galv., Harrisburg & San Antonio.						
Denver, South Park and Pacific:							1st Mortgage, gold, land grant....	4,500,000	6*	Feb. & Aug.	New York.	1910	....
1st Mort. gold sinking fund.....	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....	2d Mortgage.....	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
1st Mortgage (coupon).....	2,300,000	6	Jan. & July.	New York.	1905	....	Galveston, Houston & Henderson:						
Detroit & Bay City (Mich. Cent.):							1st Mortgage.....	1,493,000	7	Jan. & July.	New York.	1902	....
1st Mort. (\$424,000 guar.).....	2,330,000	8	May & Nov.	New York.	1902	....	Geneva, Ithaca and Sayre:						
Detroit, Grand Hav. & Milwaukee:							1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. & July.	New York.	1890	....
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1913	....	Georgia (and Banking):						
2d Mort. ( " )	3,500,000	5	"	"	1918	....	Company bonds (debentures)...	425,000	7	Jan. & July.	Augusta	'80-'90	....
D. Har Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....	Company bonds (debentures)...	1,156,000	6	"	"	'90-'97	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	"	1882	....	Grand Rapids & Indiana:						
2d Mort. ( " )	100,000	7	Jan. & July.	"	1882	....	1st Mortgage L. G. guar. gold....	4,000,000	7*	Jan. & July.	New York.	1899	....
3d Mort. ( " )	250,000	8	Feb. & Aug.	"	1883	....	1st Mort. L. G. not guar. gold....	3,013,000	7*	April & Oct.	"	1899	....
Detroit, Lansing and Northern:							Income Mortgage bonds.....	987,900	7	March & Sept.	"	1906	....
1st Mortgage.....	2,205,000	7	Jan. & July.	Boston.	1907	....	Grand River Valley (Mich. C.):						
1st Mort. (Iowa and Lansing) ..	770,000	8	"	"	1889	....	1st Mortgage guar.....	1,000,000	8	Jan. & July.	New York.	1884	....
2d Mort. ( " )	81,000	8	May & Nov.	"	1880	....	1st Mortgage.....	575,000	8	Jan. & July.	New York.	1891	....
Detroit, Mon. & Tol. (L.S. & M.S.):							2d Mortgage.....	200,000	7	June & Dec.	"	1905	....
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1906	....	Great Western Railway of 1899:						
Dixon, Peoria and Hannibal:							1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
1st Mort. guar. by C., B. and Q.	540,500	8	Jan. & July.	New York.	1889	....	2d Mort. ( " )	2,500,000	7	May & Nov.	"	1893	....
Dubuque and Sioux City:							Green Bay and Minnesota:						
1st Mortgage 1st div.....	295,000	7	Jan. & July.	New York.	1883	....	1st Mortgage.....	3,300,000	7*	Feb. & Aug.	New York.	1900	....
1st Mortgage 2d division.....	800,000	7	"	"	1894	....							



## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.				Price.
			When.	Where.	Due.							When.	Where.	Due.		
Greenville and Columbia:	\$								Jersey City and Bergen:	\$						
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....			1st Mortgage	335,000	7	.....	.....	.....	.....	
1st Mortgage not guaranteed.	642,192	7	" " "	" "	'81-'86	....			Joliet and Chicago (C. & Alton):							
Bannibal & Cent. Mo. (M. K. & T.)	783,000	7	May & Nov.	New York.	1890	....			1st Mortgage sfg fund guar.	305,000	8	Jan. & July.	New York.	1882	....	
2d Mortgage	3,000	7	" " "	" "	1892	....			Joliet and Northern Indiana:							
Bannibal & Naples (W. St. L. & P.)	500,000	7	June & Dec.	New York.	1909	....			1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....	
Hannibal and St. Joseph:									Junction, Philadelphia:							
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	1894	....			1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....	
Missouri State Loan	1,400,000	6	" " "	" "	'85-'87	....			2d Mortgage not guaranteed	300,000	6	April & Oct.	" "	1900	....	
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....			Kalamazoo, Allegan & Gr. Rapids:							
General Land Mortgage	442,000	7	Jan. & July.	" "	1883	....			1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	....	
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....			Kalamazoo and Schoolcraft:							
1st Mort. (Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....			1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1888	....	
Harrisb., Porte., Mt. Joy & Lan:									Kalamazoo, & S. Haven (M. Cen.):							
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....			1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....	
Harrisburg and Potomac:									2d Mortgage	70,000	8	" " "	" "	1890	....	
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....			Kalamazoo & White Pigeon:							
Hartford and Connecticut Valley:									1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....	
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....			Kansas City and Cameron:							
Holly Wayne & Monroe (F&PM):									1st Mort. ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1902	....	
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....			Kansas Central:							
Holyoke and Westfield:									1st Mortgage for \$2,400,000	504,000	7	April & Oct.	New York.	1900	....	
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'98	....			Kansas City, Burl. & Santa Fe:							
Huastonic:									1st Mortgage	600,000	8	.....	.....	.....	.....	
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....			New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....	
2d Mortgage of 1899	300,000	6	Jan. & July.	Brpt. & Bos.	1889	....			Kansas City, Ft. Scott & Gulf:							
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....			1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Mos. cn.	.....	.....	
Consolidated Mortgage, 1880	300,000	6	April & Oct.	Boston.	1910	....			Mortgage on Branches	1,325,000	.....	.....	.....	.....	.....	
Houston, East and West Texas:									Kansas City, Lawrence & So.:							
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....			1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....	
Houston and Texas Central:									1st Mort. (So. Kansas & West.)	545,000	7	Jan. & July.	" "	1910	....	
1st Mortgage L. G. sfg fund, gold	6,232,000	7*	Jan. & July.	New York.	1891	....			1st Mort. (Sumner Co. R. R.)	300,000	7	.....	" "	1910	....	
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" " "	" "	1891	....			Kan. City, St. Jo. & Coun. Bluffs:							
1st Mort. (Waco & N. W. Div.)	969,000	7*	" " "	" "	1903	....			1st Mort. (C. R. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1890	....	
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....			1st Mortgage	4,496,522	7	" " "	" "	1907	....	
Consol. Mort., L. G. (M. & W. D.)	3,642,000	8	April & Oct.	" "	1912	....			Income Bonds	2,488,174	6	April & Oct.	Boston.	1907	....	
Consol. Mort., L. G. (Waco & N.)	580,000	8	May & Nov.	" "	1915	....			Kansas City, St. Louis & Chicago:							
Huntingdon and Broad Top Mt.:									1st Mortgage	3,000,000	6*	May & Nov.	New York.	1908	....	
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....			Kan. City, Top & W. (A., T. & S. Fe)							
2d Mortgage, gold	267,500	7*	Feb. & Aug.	" "	1895	....			1st Mortgage	864,000	7*	Jan. & July.	Boston.	1905	....	
Consolidated Mortgage	1,500,000	7	April & Oct.	" "	1896	....			Income Bonds	200,000	.....	.....	.....	.....	.....	
Illinois Central:									Kansas Pacific (Union Pacific):							
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....			1st Mort. (1st Div. 140 m.) gold	2,240,000	8*	Feb. & Aug.	New York.	1895	....	
Sterling Bonds, \$500,000	2,500,000	6*	" " "	London.	1895	....			1st Mort. (2d Div. 253.94 m.) gold	4,003,000	6*	June & Dec.	" "	1896	....	
Sterling Bonds, \$200,000	1,000,000	6*	June and Dec.	" "	1905	....			1st M. (3d Div. 244.56 m. & 3,000,000 a.)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....	
Sterling Bonds, Sinking Fund	4,200,000	6*	April & Oct.	" "	1903	....			1st Mort. (2,000,000 acres) gold	1,400,000	7*	Jan. and July.	" "	1890	....	
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....			2d Mort. ( " ) gold	30,000	7*	March & Sept.	New York.	1896	....	
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	.....	....			1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....	
Illinois Grand Trunk (C. B. & Q.):									2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....	
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....			3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1910	....	
Illinois Midland:									Kentucky Central:							
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....			2d Mort. (Covington & Lexington)	792,000	7	March & Sept.	New York.	1883	....	
Illinois & So. Iowa (W. St. L. & P.):									3d Mortgage	223,000	7	June & Dec.	" "	1885	....	
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....			Keokuk and Des Moines:							
Indiana, Blooming & Western:									1st Mort. guar. by C. R. I. & P.	2,750,000	8	April & Oct.	New York.	1928	....	
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....			Knox and Lincoln:							
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....			1st Mortgage	2,395,000	6	Various.	Boston.	'80-'92	....	
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....			Knoxville and Ohio:							
Income Bonds	1,500,000	6	" " "	" "	1919	....			1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....	
Indianapolis, Decatur & Spring:									Lake Erie and Western:							
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....			1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York.	1916	....	
2d Mortgage	2,600,000	7	Jan. & July.	" "	1906	....			Income Bonds, conv. (non-cum.)	1,485,000	7	August	" "	1899	....	
Indianapolis and Madison:									1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	" "	.....	.....	
1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....			Income (Sandusky Extension)	800,000	.....	.....	.....	.....	.....	
Indianapolis and St. Louis:									1st Mort. (La., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1910	....	
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....			Income ( " )	1,000,000	7	Annually	" "	1899	....	
2d Mortgage	906,000	7	April & Oct.	" "	1900	....			Lake Ontario Southern:							
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....			1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....	
Indianapolis & Vincennes:									Lake Shore & Michigan Southern:							
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....			Consol. Mort., S. F., Reg'd.	9,441,000	7	J. A. J. & O.	New York.	1909	....	
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....			Consol. Mort., S. F., Coupon	10,463,000	7	Jan. & July.	" "	1900	....	
International and Gt. Northern:									2d Consol. Mort. for \$25,000,000	2,704,000	7	June & Dec.	" "	1908	....	
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919	....			Bonds of 1892 (Reg. & Coupon)	1,256,000	7	April & Oct.	" "	1882	....	
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....			Lake Shore Dividend Bonds	1,256,000	7	" " "	" "	1899	....	
Iowa and Lansing (D. L. & N.):									3d Mort. (Clev., Pain. & Ash.)	920,000	7	" " "	" "	1892	....	
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....			1st Mort. (Mich. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....	
Iowa Falls and Sioux City:									2d Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....	
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....			1st Mort. ( " )	819,000	7	April & Oct.	" "	1886	....	
Iowa Midland (C. & N. W.):									Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....	
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	19											

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Little Schuylkill (Phila. & Rdg.):	\$						Milwaukee, Lake Sh. & Western:	\$					
1st Mortgage, Sfg. Rd.	498,000	7	April & Oct.	Philadelphia.	1892		1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	
Long Island:							1st Mort. (North Division)	572,000	7	March & Sept.	"	1900	
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890		1st Mort. (Hudson Division)	200,000	7	Feb. & Aug.	"	1900	
1st Mortgage (Glen Cove Br.)	150,000	6	"	"	1884		1st Mort. (Wassau Division)	180,000	9	"	"	1910	
1st Mortgage	1,121,500	7	"	"	1898		1st Mortgage (Equipment)	179,000	9	June & Dec.	"	1890	
2d Mortgage	986,772	7	Feb. & Aug.	"	1918		Mineral Point:						
Atlantic Ave. Improve. Certif.	114,900	7	"	"	'81-'82		1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	
1st Mort. (Smithtown & Ft. Jelf.)	600,000	7	March & Sept.	"	1901		Minneapolis & St. Louis:						
1st Mort. (Newtown & Flush.)	166,500	7	May & Nov.	"	1891		1st Mort. (Min. to Merriam)	445,000	7	Jan. & July.	New York.	1907	
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	"	1901		1st Mort. (Merriam J. to Al. Lea)	950,000	7	June & Dec.	"	1927	
1st Mortgage	1,651,000	7	Feb. & Aug.	New York.	1900		1st M. (Min. to White B.L. guar.)	280,000	7	May & Nov.	"	1907	
2d Mortgage	300,000	7	May & Nov.	"	1900		1st Mort. (Al. L. to Ft. Dodge gold)	1,020,000	7	June & Dec.	"	1909	
Louisville, Cin. and Lexington:							Mortgage (Southw. Kat.) gold	12,000pm	7	"	"	1910	
Louisville Loan to L. & F. R. R.	160,000	6	Jan. & July.	New York.	1881		Minnesota Valley (C. & N.W.):						
1st Mortgage	200,000	7	"	"	1897		1st Mortgage	150,000	7	April & Oct.	New York.	1908	
New Mortgage for \$1,000,000	764,700	7	April & Oct.	"	1907		Mississippi and Tennessee:						
Louisville and Nashville:							1st Mortgage, Series A	978,000	8	April & Oct.	New York.	1902	
General Mortgage for \$20,000,000	5,000,000	6	June & Dec.	N. Y. & Louis.	1920		2d Mortgage, Series B	1,601,000	8	Jan. & July.	"	1902	
Consol. Mort. S. F. for \$5,000,000	7,071,000	7	April & Oct.	"	1898		Missouri, Kansas and Texas:						
2d Mortgage, Gold 10-year	2,000,000	7	May & Nov.	"	1883		1st Mort. (U. Pac. S. Br.) skg fund	2,314,000	6	Jan. & July.	New York.	1899	
1st Mort. (Lebanon Branch)	88,000	7	"	New York.	'80-'85		1st Mort. (Tubo & Neosho) S.F.	349,000	7	June & Dec.	"	1900	
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901		Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	"	'04-'05	
1st Mort. (Memph. & Clarksv. Br.)	2,270,770	6	Feb. & Aug.	"	1902		2d Mortgage, Income	1,571,562	6	April & Oct.	"	1911	
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907		Brownville Bridge bonds, guar.	866,000	7	May & Nov.	"	1906	
1st Mort. (N. Orleans & Mo.)	5,000,000	6	Jan. & July.	"	1900		Consol. Mort. for \$45,000,000						
Mort. (Evans, Hend. & Nash.)	1,500,000	6	June & Dec.	"	1919		Missouri Pacific:						
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	"	'86-'87		1st Mortgage gold	7,000,000	6	Feb. & Aug.	New York.	1888	
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	"	1886		2d Mortgage sinking fund	2,572,000	7	Jan. & July.	"	1891	
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893		3d Mortgage	4,500,000	7	May & Nov.	"		
Debeture Bonds 1890	2,650,000	6	Jan. & July.	New York.	1884		St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	
Trust Company Certificates	492,000	6	April & Oct.	"	1884		Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	
Louisville, New Albany & Chic.:							1st Mort. (Carondelet Branch)	250,000	6	April & Oct.	"	1893	
1st Mortgage	3,000,000	6					Consol. Mortgage for \$39,000,000		6	May & Nov.	"	1920	
McKean and Buffalo:							1st Mort. (Missouri River R.R.)	409,000	7	April & Oct.	"	1889	
1st Mortgage	338,000	7	Jan. & July.	Buffalo.	1906		1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct.	"	1890	
Macon and Augusta:							1st Mort. (St. L. and Lex.)	650,000	6	Jan. & July.	"	1894	
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1897		1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	"		
1st Mortgage not endorsed	100,000	7	"	"	1897		1st M. (St. L. Kan. & Arizona)	1,200,000	6	Jan. & July.	"		
Madison & Portage (C. M. & St. P.):							1st Mort. (Lexington & Southern)	1,050,000	6	Jan. & July.	"		
1st Mortgage	600,000	7	Apr. and Oct.	New York.	1902		Mobile and Girard:						
Meholing Coal:							2d Mort., end. by Cent. R.R. of Ga.	700,000	8	Jan. & July.	New York.	1889	
1st Mortgage	1,490,000	7	Jan. & July.	New York.	1902		3d Mort., to Central R.R. of Ga.	800,000	4	June & Dec.	"	1897	
Maine Central:							1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	
Consolidated 1st Mortgage	5,903,700	7	April & Oct.	Boston.	1912		First Preferred Debentures	5,300,000	7	As declared on or before Feb'y 1, out of net earnings preceding fiscal yr. non-acc.	New York.		
\$1,100,000 Loan, tax free	758,800	7	Jan. & July.	"	1898		Second Preferred Debentures	1,850,000	7	"	"		
Extension (gold) Loan	498,500	6	April & Oct.	"	1900		Third Preferred Debentures	600,000	7	"	"		
\$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly	"	'90-'91		Fourth Preferred Debentures	900,000	7	"	"		
1st Mortgage (Portland & Ken.)	217,800	6	April & Oct.	Portland	1883		Cairo Extension	600,000	6	Jan. & July.	"	1892	
Consol. Loan (Port. & Kennebec)	1,168,700	6	Jan. & July.	Boston.	1895		Morris and Essex (D. L. & W.):						
1st Mort. (Leeds & Farington)	633,000	6	Jan. & July.	"	1901		1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891		2d Mortgage guar.	8,000,000	7	Feb. & Aug.	"	1921	
Manhattan Beach:							Convertible bonds	284,000	7	Jan. & July.	"	1900	
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897		Gen'l M. (1st on Bonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	
2d M., conv.	300,000	7	Mar. & Sept.	"	1890		Special Mortgage	1,025,000	7	June & Dec.	"	1915	
Marietta and Cincinnati:							Consol. mort. for \$25,000,000 guar	5,050,000	7	June & Dec.	"		
1st Mortgage, Sterling	1,050,000	7	Feb. & Aug.	London.	1891		Nashua and Lowell:						
1st Mortgage Dollar	2,450,000	7	May & Nov.	Baltimore.	1891		Bonds for freight depot	200,000	6	Feb. and Aug.	Boston.	1892	
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896		Nashville, Chattanooga & St. Louis:						
3d Mortgage Dollar	3,000,000	7	Jan. and July.	"	1890		1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	
4th Mortgage	4,000,000	8	April & Oct.	"	1908		2d Mort. (Hels by U. S. Gov.)	1,000,000	4	June and Dec.	"	'81-'91	
1st Mort. (Scioto & Hook. Val.)	300,000	7	May & Nov.	"	1899		New Mortgage for \$6,900,000	4,902,000	7	Jan. & July.	"	1915	
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904		1st M. (Mc v. & M. & W. & A. R. R.)	820,000	6	"	"	1915	
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900		1st Mort. (Tenn. & Pacific R. R.)	300,000	6	"	"	1918	
Marquette, Houghton & Ontonagon:							1st Mort. (Jasper Br. Extension)	90,000	8	"	"	1906	
1st Mortgage (Marq. & Ont.)	1,700,000	8	Jan. & Dec.	Boston.	1892		Nashville and Decatur (L. & Nash.):						
2d Mortgage	2,482,200	6	March & Sept.	"	1908		1st Mortgage sinking fund, guar.	1,968,000	7	Jan. & July.	New York.	1900	
Massachusetts Central:							2d Mortgage gold	178,000	7	April & Oct.	Nashville.	1887	
1st Mortgage for \$3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900		Natchez, Jackson and Columbus:						
1st Mortgage, extended	1,234,000	7	Jan. & July.	New York.	1915		1st Mortgage, gold	900,000	7	April & Oct.	New York.	1910	
2d Mortgage	1,000,000	7	"	"	1885		Nevada Central:						
1st Mortgage (Tennessee Div.)	1,400,000	7	"	"	1916		1st Mortgage, gold	720,000	6	April & Oct.	New York.	1904	
Consolidated Mortgage	861,000	7	"	"	1918		Seward, Somerset & Stralsville:						
Memphis and Little Rock:							1st Mortgage	800,000	7	May & Nov.	New York.	1889	
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83		Newburg, Dutchess and Conn.:						
General Mortgage, Land Grant	2,600,000	4	January.	"	1907		Income Bonds	1,164,500	...				
Metropolitan Elevated:							Newburg and New York:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908		1st Mortgage	250,000	7		New York.		
2d Mort. guar. by Manhattan El.	5,909,000	6	May & Nov.	"	1899		New Haven and Derby:						
Mexican Central:							1st Mortgage	300,000	7	May & Nov.	New Haven.	1888	
1st Mortgage	11,430,000	7					3d Mort. guar. by New Haven.	225,000	7	Various.	New Haven.	r	
Income Bonds conv., non-cum.	5,900,000	3					New Haven and Northampton:						
Mexican National:							1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1890	
1st Mortgage, gold	7,500,000	6			1911		Convertible bonds, tax free	100,000	8	April & Oct.	"	1882	
Michigan Air Line (Mich. Cent.)							Holyoke and Westfield bonds	260,000	6	"	"	'91-'95	
1st Mort. (South Bend Div.)	200,000	8	May & Nov.	New York.	1890		Consol. Sinking Fund Bonds	1,000,000	6	"	"	1907	
Michigan Central:							New Jersey and New York:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882		1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	
1st Mortgage sinking fund conv.	1,508,500	8	"	"	1882		New Jersey Southern:						
Consol. Mortgage for \$13,000,000	8,000,000	7	May & Nov.	"	1902		1st M. (Int. guar. by N.Y. & L.B.)	1,449,000	6	Jan. & July.	New York.	1899	
1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890		1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	"	1899	
Equipment Bonds for \$100,000	556,000	8	Apr. and Oct.	"	1883		New London Northern:						
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	"	1909		1st Mortgage	300,000	6	April & Oct.	New York.	1885	
Mich. So. and North's Indiana:							2d Mortgage	387,500	7	June and Dec.	"	1892	
1st Mort. ass'd by L.S. & M.S.	5,240,000	7	May & Nov.	New York.	1885		Consol. Mortgage for \$1,500,000	512,000	5	Jan. & July.	"	1910	
Middletown, Unionv. & Wax. Gap:							New Orleans, Mobile and Texas:						
1st Mortgage tax free	490,000	7	May and Nov.	New York.	1886		1st Mortgage, gold, 1880	5,000,000	6	Jan. & July.	New York.	1893	
Midland of New Jersey:							2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	"	1920	
1st Mortgage	8,500,000	6	April & Oct.	New York.	1910		New Orleans Pacific:						
Income Bonds, Class A and B	6,700,000	6	"	"	1990		1st Mortgage, 1880	4,000,000	6	Jan. & July.	N. Y. & Phila.	1920	



## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
New York & Canada (D. & H. C.):	\$						Ohio Central:	\$					
1st Mort. for \$200,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....	1st Mortgage, gold .....	3,000,000	6*	Jan. & July.	New York.	1920	....
New York Central & Hudson R.:							Income bonds, non-cum., 1880..	3,000,000	7	"	"	1920	....
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....	Terminal Mortgage bonds, 1880.	600,000	6	"	"	1920	....
Bonds for B. & N. F. st. k. ( " )	74,500	6	"	"	1888	....	Ohio and West Virginia:						
Bonds for R. R. Stocks ( " )	692,000	6	"	"	1883	....	1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Bonds for Real Estate ( " )	162,000	6	"	"	1882	....	Old Colony:						
Bonds of 1884 renewed ( " )	2,391,300	6	June & Dec.	"	1887	....	Plain Bonds .....	1,100,000	6	March & Sept.	Boston.	1896	....
2d Mort. (Hudson River) S. F.	1,422,200	7	"	"	1885	....	Plain Bonds .....	32,000	5	"	"	1894	....
1st Mort., coup. } for \$90,000,000	18,725,000	7	Jan. & July.	"	1903	....	Plain Bonds .....	1,692,000	7	"	"	1894	....
1st Mort., reg'd }			"	"	1903	....	Plain Bonds .....	280,500	7	Various	"	1881	....
1st Mort. Sterling for \$2,000,000	9,753,333	6*	"	London.	1903	....	Plain Bonds .....	600,000	6	June & Dec.	"	1895	....
New York City and Northern:							Plain Bonds .....	2,000,000	6	Feb. & Aug.	"	1897	....
Consol. Mort. for \$1,000,000.....	2,427,000	6	May & Nov.	New York.	1910	....	Oil Creek (Buffalo, Pittsb. & W.):						
New York Elevated:							1st Mortgage .....	550,000	7	April & Oct.	Philadelphia.	1882	....
1st Mortgage \$ or £ .....	8,500,000	7	Jan. & July.	New York.	1906	....	Omaha and Southwestern:						
New York and Greenwood Lake:							1st Mortgage, guar .....	1,034,000	8	June & Dec.	Boston.	1886	....
1st Mortgage .....	900,000	7	Feb. & Aug.	New York.	....	....	Oregon and California:						
2d Mortgage, Income .....	1,800,000	7	March & Sept.	"	....	....	1st Mortgage, gold .....	10,950,000	7*	April & Oct.	Frankfort.	1890	....
New York and Harlem:							Oregon Central:						
Consol. Mort. for \$12,000,000 ..	10,500,000	7	May & Nov.	New York.	1900	....	1st Mortgage .....	4,395,000	7	Jan. & July.	New York.	1891	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	"	1881	....	2d Mortgage .....	200,000	7	March & Sept.	"	1906	....
N. York, Housatonic & Nor.:							Oregon Pacific:						
1st Mortgage .....	249,000	7*	April & Oct.	New York.	1902	....	1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
New York, Lake Erie & West.):							Oswego and Rome (N. W. & O.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....	1st Mortgage, guar .....	350,000	7	May & Nov.	New York.	1915	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....	Income Mortgage .....	203,000	7	Feb. & Aug.	"	1891	....
3d Mortgage .....	4,852,000	7	"	"	1883	....	Oswego and Syracuse (D. L. & W.):						
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....	1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	'80-'85	....
5th Mortgage convertible .....	799,500	7	June & Dec.	"	1888	....	Consolidated Mortgage, guar...	338,900	7	March & Sept.	"	1907	....
Buffalo Branch, 1st mortgage....	182,000	7	Jan. & July.	"	1891	....	Ottawa, Oswego and Fox River:						
Long Dock Mortgage .....	3,000,000	7	June & Dec.	"	1893	....	1st Mortgage guar by C. B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bos.	1900	....
1st Consol. Mortgage, gold.....	16,686,000	7*	March & Sept.	N. Y. or Lond.	1920	....	Paducah and Elizabethtown:						
1st Consol. M. Fund. Coup. Bds	3,699,246	7*	"	"	1920	....	1st Mortgage .....	299,994	8	Feb. & Aug.	New York.	1897	....
New 2d Consol. Mort., gold.....	24,400,000	6*	June & Dec.	"	1909	....	2d Mortgage Income .....	1,141,000	7	April	"	1897	....
New 2d do. funded coupons....	8,597,400	5*	"	"	1909	....	Painesville and Youngstown:						
Income bonds (non-cumulative)	608,068	6*	"	"	1917	....	1st Mortgage, 1880 .....	150,000	7	Jan. & July.	.....	1910	....
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1880 ..	839,300	7	"	.....	....	....
New York and New England:							Panama:						
1st Mort., new for \$10,000,000 ..	6,485,000	6-7	Jan. & July.	Boston.	1905	....	General Mort., stg. (\$1,000,000).	3,989,000	7*	April & Oct.	London.	1897	....
New York, N. Haven & Hartford:							Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1908	....	Paterson, Newark & N. Y. (Krie):						
New York, Pennsylvania & Ohio:							1st Mortgage, guar .....	500,000	7	"	.....	....	....
Prior Lien Bonds, gold, 1880....	8,000,000	6*	March & Sept.	New York.	1895	....	Pennsylvania:						
1st Mort., gold, Income, 1880....	35,000,000	7*	Jan. & July.	"	1906	....	General Mortgage .....	19,992,780	6	Jan. & July.	Phil. or Lond	1910	....
2d Mortgage \$ & £ Income, 1880	14,500,000	5*	May & Nov.	"	1910	....	General Mortgage, registered. }	22,301,540	6	Apr'l & Oct.	"	1910	....
3d Mortgage \$ & £ Income, 1880	30,000,000	5*	"	"	1915	....	Consolidated Mortgage, 1873..	5,000,000	6	M. J. S. & D.	"	1906	....
Leased Lines Rental Trust, 1872	5,855,000	4-6	Jan. & July.	"	1902	....	Consolidated Mort. gold, 1879..	5,000,000	6	June & Dec.	"	1909	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	"	London.	1903	....	State lien for \$1,500,000, stg. fd.	4,091,675	6*	April & Oct.	Philadelphia	'81-'90	....
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	"	"	....	....
1st mortgage .....	1,000,000	7	Jan. & July.	New York.	1899	....	Pennsylvania Company:						
N. Y. Woodhaven & Rockaway:							Judgment bds. (held by Pa. R. R.)	6,400,000	6	"	Philadelphia.	Dem.	....
1st Mortgage .....	1,000,000	7	Jan. & July.	New York.	1909	....	Registered bonds .....	3,350,000	6	J. A. J. & O.	"	1907	....
Norfolk & Petersb.—See AdM & O:							Bonds gold, guaranteed, 1881..	10,000,000	4*	"	"	1921	....
North Carolina:							Pennsylvania & New York (L. V.):						
1st Mortgage .....	210,000	8	May & Nov.	Co's Shops, NC.	1888	....	1st Mortgage guaranteed .....	1,500,000	7	June & Dec.	Philadelphia.	1898	....
North Missouri (St. L., K. C. & N.):							1st Mortgage guaranteed .....	1,100,000	7	"	"	1906	....
1st Mortgage .....	6,000,000	7	Jan. & July.	New York.	1895	....	Peoria & Bureau Val. (C. R. I. & P.):						
North Pennsylvania:							1st Mortgage guaranteed .....	200,000	8	Feb. & Aug.	New York.	1893	....
1st Mortgage .....	1,930,500	6	Jan. & July.	Philadelphia.	1885	....	Peoria Decatur and Evansville:						
2d Mortgage .....	1,560,000	7	May & Nov.	"	1894	....	1st Mortgage, gold, 1880 .....	1,287,000	6*	Jan. & July.	New York.	1920	....
General Mortgage .....	2,469,500	7	Jan. & July.	"	1903	....	Income Bonds, non-cum., 1880..	858,000	6	"	"	1920	....
Bonds of 1881, secured by stock	1,300,000	6	"	"	....	....	1st Mort. (Evansville Division).	750,000	6	March & Sept.	"	1920	....
Northeastern (S. C.):							Income Bonds (do.) non-cum....	750,000	6	"	"	1920	....
1st Mortgage .....	820,000	8	March & Sept.	Charleston.	1899	....	Peoria, Pekin and Jacksonville:						
2d Mortgage .....	234,000	8	"	"	1899	....	1st Mortgage .....	1,000,000	7	Jan. & July.	New York.	1894	....
Northern (Cal.):							2d Mortgage .....	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage .....	2,435,000	6	"	"	1907	....	Perkerson (Phila. and Edg.):						
Northern Central (Mich.):							1st Mortgage .....	799,900	6	April & Oct.	Philadelphia.	1887	....
1st Mortgage .....	1,825,000	7	"	"	1903	....	Consol. Mort. gold S. F. guar..	1,125,000	6*	June & Dec.	"	1913	....
Northern Central:							Peterborough (N. H.):						
1st Mortgage, Md. State loan....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
2d Mortgage S. F. Coupon .....	1,490,000	6	Jan. & July.	Baltimore.	1885	....	Petersburg:						
3d Mortgage S. F. Coupon .....	1,128,000	6	April & Oct.	Phila. & Balt.	1900	....	1st Mortgage (installments) ..	503,000	8	Jan. & July.	New York.	'70-'78	....
Mortgage coupon .....	2,599,000	6*	Jan. & July.	Baltimore.	1900	....	2d Mortgage .....	300,000	8	May & Nov.	"	1902	....
Mortgage registered .....	208,000	6*	April & Oct.	"	1900	....	Philadelphia and Balt. C. ntral:						
Consol. Gen. Mort. S. F. Coup..	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....	1st Mortgage (Penn. Div.) .....	800,000	7	Jan. & July.	Philadelphia.	1879	....
Second Gen'l Mort. coupon "A"	3,000,000	5	"	Baltimore.	1928	....	1st Mortgage (Md. Div.) .....	300,000	6	"	"	1891	....
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1928	....	2d Mortgage .....	400,000	7	"	"	1900	....
Northern New Jersey (Krie):							Philadelphia and Erie (Penn.):						
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1883	....	1st Mort. (S. nbury & Erie)....	976,000	7	April & Oct.	Philadelphia.	1897	....
2d Mortgage .....	200,000	7	March & Sept.	"	1889	....	1st Mort. (\$3,000,000 are sterling)	5,000,000	6*	"	Phil. or Lond.	1891	....
Northern Pacific:							2d Mortgage .....	3,000,000	7	Jan. & July.	Philadelphia.	1883	....
1st Mort., l. g. Mo. Div .....	2,383,895	6	"	New York.	....	....	General Mort. for \$20,000,000..	8,680,000	6*	"	Phil. or Lond.	1920	....
1st M. l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	"	1919	....	Philadelphia and Reading:						
Consol. Mort. l. g., gold, 1880 ..	29,000,000	6*	Jan. & July.	"	1921	....	Receiver's Certificates, 1880 ..	1,800,000	4-6	"	Philadelphia	....	....
Northwestern Virginia:							Loan of 1868, debenture.....	1,125,300	6	Jan. & July.	"	1893	....
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....	Mort. Loans of 1842-44-48 & 49.	1,510,500	6	"	"	1850	....
Northwestern													

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Phila., Newton and New York:	\$						St. Louis, Alton and Terre Haute:	\$					
1st Mt. guar by Phila. & Rdg.	7,000,000	6	April & Oct.	Philadelphia.	1897	.....	1st Mortgage sfg f.d. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	.....
Philadelphia, Wilmington & Balt:							1st Mortgage sfg f.d. (Series B)	1,100,000	7	April & Oct.	"	1894	.....
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Balt.	1884	.....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	.....
Loan of 1887	1,000,000	6	April & Oct.	"	1887	.....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	.....
Loan of 1872	700,000	6	"	Philadelphia.	1892	.....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	.....
Loan of 1875	800,000	6	"	"	1900	.....	Equipment Mortgage	800,000	10	March & Sept.	"	1880	.....
Loan of 1880	1,000,000	6	June & Dec.	"	1910	.....	St. Louis Iron Mt. and Southern:						
Pittsburg, Orl. & St. Louis (Pa.):							1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	.....
1st Mort. (Col. & Newark Div.)	458,800	7	Jan. and July.	Philadelphia.	1890	.....	2d Mort. ( " )	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	.....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	.....	1st Mort. L.G. (Arkansas Brh)	2,500,000	7	June & Dec.	New York.	1895	.....
Consol. Mortgage for \$100,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	.....	1st Mort. (Calo, Ark. & Tex.)	1,450,000	7	"	"	1897	.....
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	.....	1st Mort. (Calo and Fulton)	7,948,000	7	Jan. & July.	"	1891	.....
Pittsburg and Connellsville:							St. Louis, Jacksonville & Chicago:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	.....	1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	.....
1st Mort. (Tardis Creek Div.)	328,000	6	Feb. & Aug.	Pittsburg.	1882	.....	2d Mortgage	360,000	7	Jan. & July.	"	1898	.....
Consol. Mort. guar. by B. & O.	6,500,000	6	Jan. and July.	London.	1926	.....	St. Louis, Kansas City & North:						
Pittsburg, St. Wayne & Chicago:							1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	.....
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	.....	Real estate & 2d Mt. for \$3,000,000	2,000,000	7	March & Sept.	"	1904	.....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	"	1912	.....	1st & 2d Mt. on St. Charles Bridge	1,388,500	7	April & Oct.	"	1908	.....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	.....	1st Mort. (Mahala riv.) gold	2,350,000	7	"	"	1919	.....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	.....	1st Mort. (Clarinda Br.) gold	264,000	6	Feb. & Aug.	"	1919	.....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	.....	St. Louis and San Francisco:						
1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	.....	1st Mort. (South Pacific) gold	7,144,500	6	Jan. & July.	New York.	1888	.....
2d Mortgage (Series G)	860,000	7	Jan. and July.	"	1912	.....	2d Mortgage A for \$500,000	4,000,000	6	May & Nov.	"	1906	.....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	.....	2d Mort. B. & C. for \$5,200,000	6,064,320	8	"	"	1900	.....
2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	.....	Equipment Mortgage	1,000,000	7	June & Dec.	"	1896	.....
2d Mortgage (Series J)	860,000	7	April and Oct.	"	1912	.....	Land Debentures	800,000	10	J. A. J. & O.	"	1884	.....
2d Mortgage (Series K)	860,000	7	May and Nov.	"	1912	.....	Mo. and Western R. R. Mort.	1,100,000	6	Feb. and Aug.	"	1919	.....
2d Mortgage (Series L)	860,000	7	June and Dec.	"	1912	.....	Joplin Railroad Bonds	200,000	.....	"	"	.....	.....
2d Mortgage	2,000,000	7	April and Oct.	"	1912	.....	St. Louis, Vandalia & Terre Haute:						
Construction Bonds	100,000	7	Jan. & July.	"	1887	.....	1st Mortgage, St. F. guaranteed.	1,890,000	7	Jan. & July.	New York.	1897	.....
Equipment bonds—renewed	1,000,000	8	March & Sept.	"	1884	.....	2d Mortgage, (A.) guaranteed.	1,600,000	7	May & Nov.	"	1899	.....
Pittsburg and Lake Erie:							3d Mortgage (B.) convertible	1,000,000	7	"	"	1898	.....
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	.....	St. Paul, Minn. and Manitoba:						
Pittsburg, Va. and Charleston:							1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1891	.....
1st Mortgage	1,683,000	7	April & Oct.	Philadelphia.	1902	.....	1st Mort. (St. Paul to Watab)	366,000	7	Jan. & July.	"	1892	.....
Portland & Ogdenburg:							1st Mort. L. G. sinking fund	7,454,500	7	"	N. Y. & Lond.	1909	.....
1st Mortgage, gold	800,000	6	Jan. & July.	Portland.	1900	.....	2d Mortgage, gold	8,000,000	6	April & Oct.	"	1909	.....
New Mort. gold, for \$3,300,000	3,268,000	6	May and Nov.	"	1901	.....	1st Mt. Dakota Ext. for \$5,000,000	2,250,000	6	May & Nov.	New York.	1910	.....
Portland and Rochester:							Sand, Mansfield & Newark (B&O)						
1st Mort. (Portland Loan) sfg f.d.	700,000	6	Jan. & July.	Boston.	1887	.....	1st Mortgage guaranteed	2,203,000	7	Jan. & July.	New York.	1902	.....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	.....	Savannah, Florida and Western:						
2d Mort. (Portland Loan) S. F.	450,000	6	Various.	"	1891	.....	1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	"	1897	.....
Port Royal and Augusta:							Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	"	New York.	1879	.....
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	.....	1st Mort. (So. Ga. and Florida)	464,000	7	May & Nov.	"	1888	.....
Income bonds	1,600,000	6	"	"	1899	.....	2d Mort. ( " )	200,000	7	"	"	1889	.....
Portsmouth, Ft. Falls & Conway:							Savannah, Griffin & North Ala.:						
1st Mortgage	1,000,000	4	June & Dec.	Boston.	1937	.....	1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	.....
Providence and Springfield:							Schenectady and Duanebury:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	.....	1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	.....
Providence and Worcester:							Scioto Valley:						
New bonds	1,812,000	6	Jan. & July.	Providence.	1897	.....	1st Mortgage S. F.	1,800,000	7	Jan. & July.	New York.	1896	.....
Raleigh and Gaston:							2d Mortgage S. F.	200,000	7	April & Oct.	"	1894	.....
1st Mortgage	520,000	8	Jan. & July.	Phil. & Balt.	1898	.....	Shamokin Valley & Pottsville:						
Reading and Columbia (P. & R.)							1st Mortgage, on road and lands	2,000,000	7	Jan. & July.	Philadelphia.	1901	.....
1st Mort. Coupon, guaranteed.	650,000	7	March & Sept.	New York.	1882	.....	Shenandoah Valley:						
2d Mort. Coupon, guaranteed.	250,000	7	June & Dec.	Columbia.	1884	.....	1st Mortgage	2,100,000	7	"	"	1900	.....
1st Mort. (Lancaster & Read)	350,000	7	Jan. & July.	Philadelphia.	1893	.....	2d Mortgage, Income	1,400,000	.....	"	"	.....	.....
Rensselaer and Saratoga:							Shenango and Allegheny:						
Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	New York.	1921	.....	1st Mortgage	874,500	7	April & Oct.	New York.	1889	.....
Rhinebeck and Connecticut:							Shore Line (N. Y., N. H. & Hart)						
1st Mortgage, gold	800,000	7	"	"	.....	.....	1st Mortgage, 18-0	200,000	4	March & Sept.	New Haven.	1910	.....
Richmond and Allegheny:							Sioux City and Dakota:						
1st Mortgage, gold, 1880	5,000,000	7	"	"	.....	.....	1st Mort. (Dakota Southern)	600,000	7	Feb. & Aug.	New York.	1894	.....
Richmond and Anville:							1st Mt. (Sioux City & Pembina)	300,000	7	June & Dec.	"	1908	.....
Virginia State Loan, sfg. f.d.	508,000	6	Jan. & July.	Richmond.	1890	.....	Sioux City and Pacific:						
Virginia State bonds, guar.	109,400	8	"	"	1875	.....	1st Mortgage	1,628,000	6	Jan. & July.	New York.	1898	.....
1st Mort. (Piedmont branch)	800,000	8	"	"	1888	.....	2d Mortgage (Gov. Subsid)	1,628,000	6	"	U.S. Treasury	1898	.....
1st Mort. (Northwestern, N. C.)	500,000	6	April and Oct.	N. Y. or Rich.	"78-'90	.....	Somerset:						
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	"78-'90	.....	1st Mortgage, gold	450,000	7	Jan. & July.	"	1891	.....
Gen'l Mort. gold for \$6,000,000	1,728,000	6	April & Oct.	"	1904	.....	South Carolina:						
R. Ch., Fredericksburg & Potomac:							1st Mortgage Sterling	1,482,667	6	Jan. & July.	London.	"78-'88	.....
Sterling Loan	87,277	6	Jan. & July.	London.	"85-'95	.....	1st Mortgage (L.) currency	1,001,500	6	"	New York.	"78-'88	.....
Dollar Loan	177,516	6	Various.	Richmond.	"80-'90	.....	2d Mort. for \$3,000,000	1,026,500	7	April & Oct.	"	1902	.....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelphia.	"81-'91	.....	Domestic (I) Bonds	1,067,500	7	"	Charleston.	1891	.....
Richmond and Petersburg:							Domestic (K) Bonds	65,500	6	Jan. & July.	New York.	"80-'90	.....
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	"81-'86	.....	South and North Alabama:						
New Mortgage of 1875	60,000	7	May and Nov.	"	1915	.....	1st Mort. endor. by Ala. gold	391,000	8	Jan. & July.	New York.	1890	.....
Rochester and State Line:							Sterling Mort., guar. by L. & N.	5,075,040	6	May & Nov.	London.	1903	.....
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1902	.....	Southern Central (N. Y.):						
Rock Island and Pacific:							1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	.....
1st Mortgage	150,000	10	Jan. & July.	New York.	1930	.....	2d Mortgage	600,000	7	March & Sept.	"	1892	.....
Rome, Watertown & Ogden:							1st Mortgage, Interest Bonds	676,050	7	Feb. & Aug.	"	1887	.....
1st Mortgage (W. & R.) Sfg f.d.	422,500	7	March & Sept.	New York.	1910	.....	2d Mortgage, Interest Bonds	42,000	7	March & Sept.	"	1887	.....
2d Mortgage	1,000,000	7	Jan. & July.	"	1892	.....	Southern Iowa and Cedar Rapids:						
General Mort. S. F.	1,021,500	7	June & Dec.	"	1891	.....	1st Mortgage gold	1,500,000	7	May & Nov.	New York.	1900	.....
Consol. Mort. for \$10,000,000	5,122,000	7	April & Oct.	"	1904	.....	Southern Pacific (Cal.):						
1st Mort. (Syracuse Northern)	5												



An Asterick (\*) fixed to rate of interest signifies 'Payable in Coin.'

Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.			Price.
				When.	Where.	Due.					When.	Where.	Due.	
	Summit Branch:							Warren (D. L. & W.):						
	1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904		1st Mortgage consolidated.....	500,000	7	March & Sept.	New York.	1905	
	Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	
	1st Mortgage.....	1,000,000	7					Wash. City & Ft. Lookout (B. & O.):						
	Syracuse, Bing. & N.Y. (D.L. & W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	
	1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906		Washington City, Va. Mid. & Gt. So.						
	2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887		1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	
	Syracuse, Chenango and N. Y.:							2d Mort. ( " )	855,000	7	Apr. and Oct.	"	1891	
	1st Mortgage.....	251,400	7	Feb. and Aug.	Syracuse.	1907		1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	
	Syracuse, Geneva and Corning:							2d Mort. ( " )	1,197,500	6	Jan. and July.	"	1875	
	1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1905		3d Mort. ( " )	600,000	6	May and Nov.	"	1873	
	Terre Haute & Indianapolis:							4th Mort. ( " )	700,000	6	March & Sept.	"	1890	
	Bonds of 1878 for \$1,000,000:							General Mortgage.....	1,072,000	7	May and Nov.	"	1903	
	erre Haute & Logans. (T.H. & I.):							1st Mortgage (Lynch. & Danv.):	1,210,000	6	Apr. and Oct.	"	1903	
	1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910		Funded Coup. (Orange & Alex.)	572,249	6	Various.	"	78-'80	
	Texas and New Orleans:							Washington and Ohio:						
	1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1905		1st Mortgage.....	234,000	7	Apr. and Oct.	New York.	1901	
	Texas and Pacific:							Westchester and Philadelphia:						
	1st Mortgage, gold.....	3,481,000	6	Mar. & Sept.	N.Y., Ph. Lon.	1905		General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	
	2d Mortgage Consolidated.....	7,019,000	6	June & Dec.	"	1905		Western of Alabama.....						
	Income and Land Grant.....	17,700	7	July.	N. Y. & Phil.	1915		1st Mortgage (Western R.R.)...	600,000	5	Apr. and Oct.	New York.	1883	
	1st Mort. gold, (Rio Grande Div.)	5,000,000	6	Feb. & Aug.	"	1900		2d Mortgage (M. & W. Point R.R.)	300,000	8	Jan. & July.	"	1861	
	Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,188,000	8	April & Oct.	"	1890	
	1st Mortgage, gold, 1880.....	1,040,000	6	June & Dec.	New York.	1910		Western and Atlantic:						
	Toledo, Cincinnati & St. Louis:							Income Bonds.....	690,000	10	J. A. J. & O.	Atlanta, Ga.	75-'81	
	1st Mortgage, gold, 1881.....	3,000,000	6			1921		Western Maryland:						
	Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	
	1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910		1st Mort. endor. by Balt.....	300,000	6	"	"	1890	
	2d Mort., Income (non-conv.) 1880	2,250,000	6			1910		2d Mort. ( " )	300,000	6	"	"	1895	
	Troy and Boston:							2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1895	
	1st Mortgage, Consolidated.....	1,354,000	7	Jan. & July.	New York.	1894		2d Mortgage preferred.....	600,000	6	"	"	1895	
	Convertible Bonds.....	650,000	7	March & Sept.	"	1882		3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	
	Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	
	1st Mortgage.....	140,000	7	Jan. & July.	Rondout.	1904		Funded Coupons.....	620,250	6	"	"	1890	
	2d Mortgage, Income Bonds.....	1,342,000	7	"	"	1904		Western Minnesota:						
	Union Pacific:							1st Mortgage.....	500,000	7	May and Nov.	New York.	1890	
	1st Mortgage gold.....	27,231,000	6	Jan. & July.	N. Y. & Bos.	96-'99		Land Grant Bonds.....	100,000	7	"	"	1890	
	1st Mort. Land Grant.....	6,349,000	7	April & Oct.	"	1887		Western North Carolina:						
	2d Mortgage (Gov. subsidy).....	27,286,512	6	Jan. & July.	U.S. Treasury.	96-'99		1st Mortgage.....	850,000	7			1890	
	3d Mortgage Sinking Fund.....	18,292,000	5	March & Sept.	N. Y. & Bos.	1893		Western Pennsylvania (Penn.):						
	Omaha Bridge Bonds Sterling.....	2,121,000	5	Apr. & Oct.	London.	1896		1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1903	
	Collateral Trust Bonds.....	3,632,000	6	Jan. & July.	New York.	1905		1st Mortgage (Pittsbg. Branch).	1,000,000	6	Jan. and July.	"	1896	
	1st Mortgage (Denver Pacific).....	527,000	7	May & Nov.	"	1899		General Mortgage.....	1,300,000	7	Apr. and Oct.	"	1901	
	Union Pacific, Central Branch:							West Jersey:						
	1st Mortgage, gold.....	1,600,000	6	May and Nov.	New York.	1895		Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1883	
	2d Mortgage (Gov. subsidy).....	1,600,000	6	"	U.S. Treasury.	96-73		1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	
	Funded Interest Bonds.....	640,000	7	"	New York.	1890		1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	
	United N. J. R. R. & Canal Cos.							Consolidated Mortgage.....	125,500	6	May and Nov.	"	1909	
	Loan of 1901 (United Company's)	5,662,000	6	March & Sept.	Philadelphia.	1901		Wilmington, Colum. & Augusta:						
	Sterling Loan £200,200 (U. Co's)	1,840,000	6	"	London.	1894		1st Mortgage.....	1,900,000	7	June & Dec.	Baltimore.	1910	
	Sterling Loan £200,000 ( " )	1,800,000	6	"	"	1894		Wilmington and Weldon:						
	Loan of 1894 Bk. Fund ( " )	2,000,000	6	April & Oct.	Philadelphia.	1894		Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	
	Loan of 1888 (United Company's)	184,000	6	Feb. and Aug.	"	1888		Sterling Bonds.....	221,400	7	May and Nov.	"	1886	
	Loan of 1903 ( " )	841,000	6	March & Sept.	"	1908		Sinking Fund gold. Bonds.....	749,000	7	Jan. and July.	New York.	1896	
	Loan of 1883 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883		Wisconsin Central:						
	Loan of 1889 ( " )	866,000	6	June & Dec.	Princeton.	1889		1st Mortgage land grant gold...	5,168,000	7	Jan. and July.	Boston.	1901	
	Mortg. Loan ( " )	5,000,000	6	May & Nov.	Philadelphia.	1889		Worcester and Nashua:						
	Bond to State (N.J.R.R. & T. Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)			Plain Bonds.....	275,000	5	Various.	Worcester.	1887	
	Utah Central:							Plain Bonds.....	250,000	5	Apr. and Oct.	Boston.	1893	
	1st Mortgage, gold.....	1,000,000	6	Jan. & July.	New York.	1890		Plain Bonds.....	400,000	6	Feb. and Aug.	"	1896	
	Utah Northern:							CANAL BONDS.						
	Utah and Pleasant Valley:							Albemarle and Chesapeake:						
	1st Mortgage, gold.....	900,000	7	Jan. & July.	New York.	1908		Mortgage Bonds.....	500,000	7	Jan. and July.	New York.	1909	
	Utah Southern:							Chesapeake and Delaware:						
	1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891		1st Mortgage sinking fund.....	1,995,750	6	Jan. and July.	Philadelphia.	1884	
	General Mortgage for \$1,985,000.	825,000	7	"	"	1909		Chesapeake and Ohio:						
	Utah Western:							Sterling Loan guaranteed.....	4,875,000	5	J. A. J. & O.	London.	1890	
	1st Mortgage.....	720,000	7			1894		Preferred Bonds (near lien)	1,699,500	6	Jan. and July.	Baltimore.	1886	
	Utica and Black River:							Delaware Division (L. & N.):						
	Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891		1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	
	1st Mort. (Bl. Riv. & Merristown)	600,000	7	"	"	"		Delaware and Hudson:						
	1st Mort. (Clayton & There.)	200,000	7	"	"	"		1st Mort. 1 2d series, July 1, 1880	3,500,000	7	Jan. and July.	New York.	1884	
	Utica, Clinton and Binghamton:							reg. 1 3d series, Jan. 1, 1871	4,481,000	7	"	"	1891	
	1st Mortgage.....	800,000	7	Jan. & July.	New York	1890		Bonds of 1874 coupon and reg.	4,856,000	7	Apr. and Oct.	"	1894	
	Vermont & Canada (Cent. Vt.):							1st Mortgage (Pennsylv. Div.)...	5,000,000	7	March & Sept.	"	1917	
	Bonds guaranteed.....	1,500,000	5	Jan. & July.	Boston.	1891		Lehigh Coal and Navigation:						
	Mortgage Bonds.....	50,000	6	Apr. and Oct.	"	1909		Convertible Debentures.....	41,550	6	June & Dec.	Philadelphia.	1882	
	Misquoi Railroad.....	500,000	7	Jan. & July.	St. Albans.	1891		Convertible Loan, gold.....	771,000	6	March & Sept.	"	1894	
	Vermont and Massachusetts:							1st Mortgage, registered.....	6,381,840	6	J. A. J. & O.	"	1884	
	1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston	1883		1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	
	Convertible bonds.....	160,000	7	"	"	1885		Mortgage (equip.) Loan, gold...	4,963,000	6	June & Dec.	"	1897	
	Vicksburg and Meridian:							Consolidated Mortgage.....	2,464,000	7	"	"	1911	
	1st series (red).....	703,000	7	Jan. and July.	Vicksburg.	1890		Greenwood Mortgage Loan.....	675,000	7	Feb. and Aug.	"	1892	
	General 2d series (blue).....	80,000	7	"	"	1890		McClure and Banking:						
	Mortgage 3d series (black).....	138,000	7	"	"	1890		1st Mortgage.....	780,000	7	Apr. and Oct.	Philadelphia.	1906	
	4th series (not end.)...	1,180,600	7	Apr. and Oct.	"	1890		Boat Loan, sinking fund.....	220,000	7	"	"	1885	
	Wabash, St. Louis and Pacific:							Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1899	
	General Mort. for \$50,000,000.....	8,000,000	6	June & Dec.	New York.	1920		Pennsylvania:						
	1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	"	1890		Gen'l Mort. guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	
	1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	"	"	1890		Schenck Navigation (Ph. & Rdg.)						
	1st Mort. (Gt. West. Rwy. of '69)	2,405,000	7	"	"	1898		1st Mortgage, extended.....	1,709,350	6	M. S. J. & D.	Philadelphia.	1897	
	1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	"	1890		2d Mortgage.....	3,900,392	6	Jan. and July.	"	92-'07	
	1st Mort. (Ill. & South'n Iowa)	30,000	7	Feb. and Aug.	"	1882		Improvement bonds.....	228,000	6	May and Nov.	"	1890	
	1st Mort. (Decatur & East St. L.)	2,750,000	7	"	"	1889		Boat and Car Loan.....	786,650	6	"	"	1913	
	2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	"	1893		Boat and Car Loan.....	628,100	7	"	"	1915	
	2d Mort. (Wabash & Western)	1,500,000	7	"	"	1878		Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1916	
	2d Mort. (Gt. West. Rwy. of '69)	2,500,000	7	"	"	1893		Sanquhar:						
	Consol. (To., Wab. & West.)...	2,610,000	7	Feb. and Aug.	"	1907		2d Mortgage (Maryland Loan)...	1,000,000	6	Jan. and July.	Phil. & Balt.	1886	
	Funded coupons.....	2,942,450	4-7	"	"	1898		3d Mortgage (Susqueh. Canal)...	1,223,000	6	"	"	1918	
	Mortgage of 1879.....	1,909,000	7	Apr. and Oct.	"	1909		Prof. Int. Bds ( " )	325,810	6	"	"	1894	
	Seney Mortgage.....	630,000	7	Jan. & July.	"	81-'82		Western Union Telegraph:						
	1st Mort. (To., P. and West.)...	4,500,000	7	April & Oct.	"	1917		Real Estate Bonds, Sinking Fund.	1,373,000	6	May & Nov.	New York.	1907	
	1st Pref. Income (do).....	2,900,000	4	"	"	"		Bonds (S.F.) Conv. till May 1895	3,920,000	6	"	"	1906	
	2d Pref. Income (do).....	1,000,000	4	"	"	"		Sterling Bonds, Sinking Fund.	951,303	7	March & Sept.	London	1900	

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c.

*(Note: est. route (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."*

Land Use

Abstract of General Balance Sheet.										
Railroad.			Rolling Stock.		Property and Assets.		Liabilities.		Operations.	
Main Line.		Branch Line.	21 Track and Siding.		Gauge of Track.		Engines.		Cars.	
M.		M.	M.		ft.-in.		Pass.		Freight.	
Tons exdng.							R. M. E.			
Sept. 30, 1879	60.0		2,944-8.6		105,280	2,619,412	105,280	2,619,412	105,280	2,619,412
Oct. 31, 1879	60.0		10,000-0		105,280	10,383,000	105,280	10,383,000	105,280	10,383,000
Nov. 30, 1879	60.0		17,878-4.6		105,280	17,878,466	105,280	17,878,466	105,280	17,878,466
Dec. 31, 1879	60.0		32,049-4.6		105,280	32,049,466	105,280	32,049,466	105,280	32,049,466
Jan. 31, 1880	60.0		62,494-6.6		105,280	62,494,666	105,280	62,494,666	105,280	62,494,666
Feb. 28, 1880	60.0		98,834-8.6		105,280	98,834,666	105,280	98,834,666	105,280	98,834,666
Mar. 31, 1880	60.0		135,650-0		105,280	135,650,000	105,280	135,650,000	105,280	135,650,000
Apr. 30, 1880	60.0		172,090-0		105,280	172,090,000	105,280	172,090,000	105,280	172,090,000
May 31, 1880	60.0		209,387-5		105,280	209,387,500	105,280	209,387,500	105,280	209,387,500
June 30, 1880	60.0		246,731-5		105,280	246,731,500	105,280	246,731,500	105,280	246,731,500
July 31, 1880	60.0		284,075-5		105,280	284,075,500	105,280	284,075,500	105,280	284,075,500
Aug. 31, 1880	60.0		321,419-5		105,280	321,419,500	105,280	321,419,500	105,280	321,419,500
Sept. 30, 1880	60.0		358,763-5		105,280	358,763,500	105,280	358,763,500	105,280	358,763,500
Oct. 31, 1880	60.0		396,107-5		105,280	396,107,500	105,280	396,107,500	105,280	396,107,500
Nov. 30, 1880	60.0		433,451-5		105,280	433,451,500	105,280	433,451,500	105,280	433,451,500
Dec. 31, 1880	60.0		470,795-5		105,280	470,795,500	105,280	470,795,500	105,280	470,795,500
Jan. 31, 1881	60.0		508,139-5		105,280	508,139,500	105,280	508,139,500	105,280	508,139,500
Feb. 28, 1881	60.0		545,483-5		105,280	545,483,500	105,280	545,483,500	105,280	545,483,500
Mar. 31, 1881	60.0		582,827-5		105,280	582,827,500	105,280	582,827,500	105,280	582,827,500
Apr. 30, 1881	60.0		620,171-5		105,280	620,171,500	105,280	620,171,500	105,280	620,171,500
May 31, 1881	60.0		657,515-5		105,280	657,515,500	105,280	657,515,500	105,280	657,515,500
June 30, 1881	60.0		694,859-5		105,280	694,859,500	105,280	694,859,500	105,280	694,859,500
July 31, 1881	60.0		732,203-5		105,280	732,203,500	105,280	732,203,500	105,280	732,203,500
Aug. 31, 1881	60.0		769,547-5		105,280	769,547,500	105,280	769,547,500	105,280	769,547,500
Sept. 30, 1881	60.0		806,891-5		105,280	806,891,500	105,280	806,891,500	105,280	806,891,500
Oct. 31, 1881	60.0		844,235-5		105,280	844,235,500	105,280	844,235,500	105,280	844,235,500
Nov. 30, 1881	60.0		881,579-5		105,280	881,579,500	105,280	881,579,500	105,280	881,579,500
Dec. 31, 1881	60.0		918,923-5		105,280	918,923,500	105,280	918,923,500	105,280	918,923,500
Jan. 31, 1882	60.0		956,267-5		105,280	956,267,500	105,280	956,267,500	105,280	956,267,500
Feb. 28, 1882	60.0		993,611-5		105,280	993,611,500	105,280	993,611,500	105,280	993,611,500
Mar. 31, 1882	60.0		1,030,955-5		105,280	1,030,955,500	105,280	1,030,955,500	105,280	1,030,955,500
Apr. 30, 1882	60.0		1,068,299-5		105,280	1,068,299,500	105,280	1,068,299,500	105,280	1,068,299,500
May 31, 1882	60.0		1,105,643-5		105,280	1,105,643,500	105,280	1,105,643,500	105,280	1,105,643,500
June 30, 1882	60.0		1,142,987-5		105,280	1,142,987,500	105,280	1,142,987,500	105,280	1,142,987,500
July 31, 1882	60.0		1,180,331-5		105,280	1,180,331,500	105,280	1,180,331,500	105,280	1,180,331,500
Aug. 31, 1882	60.0		1,217,675-5		105,280	1,217,675,500	105,280	1,217,675,500	105,280	1,217,675,500
Sept. 30, 1882	60.0		1,255,019-5		105,280	1,255,019,500	105,280	1,255,019,500	105,280	1,255,019,500
Oct. 31, 1882	60.0		1,292,363-5		105,280	1,292,363,500	105,280	1,292,363,500	105,280	1,292,363,500
Nov. 30, 1882	60.0		1,329,707-5		105,280	1,329,707,500	105,280	1,329,707,500	105,280	1,329,707,500
Dec. 31, 1882	60.0		1,367,051-5		105,280	1,367,051,500	105,280	1,367,051,500	105,280	1,367,051,500
Jan. 31, 1883	60.0		1,404,395-5		105,280	1,404,395,500	105,280	1,404,395,500	105,280	1,404,395,500
Feb. 28, 1883	60.0		1,441,739-5		105,280	1,441,739,500	105,280	1,441,739,500	105,280	1,441,739,500
Mar. 31, 1883	60.0		1,479,083-5		105,280	1,479,083,500	105,280	1,479,083,500	105,280	1,479,083,500
Apr. 30, 1883	60.0		1,516,427-5		105,280	1,516,427,500	105,280	1,516,427,500	105,280	1,516,427,500
May 31, 1883	60.0		1,553,771-5		105,280	1,553,771,500	105,280	1,553,771,500	105,280	1,553,771,500
June 30, 1883	60.0		1,591,115-5		105,280	1,591,115,500	105,280	1,591,115,500	105,280	1,591,115,500
July 31, 1883	60.0		1,628,459-5		105,280	1,628,459,500	105,280	1,628,459,500	105,280	1,628,459,500
Aug. 31, 1883	60.0		1,665,803-5		105,280	1,665,803,500	105,280	1,665,803,500	105,280	1,665,803,500
Sept. 30, 1883	60.0		1,703,147-5		105,280	1,703,147,500	105,280	1,703,147,500	105,280	1,703,147,500
Oct. 31, 1883	60.0		1,740,491-5		105,280	1,740,491,500	105,280	1,740,491,500	105,280	1,740,491,500
Nov. 30, 1883	60.0		1,777,835-5		105,280	1,777,835,500	105,280	1,777,835,500	105,280	1,777,835,500
Dec. 31, 1883	60.0		1,815,179-5		105,280	1,815,179,500	105,280	1,815,179,500	105,280	1,815,179,500
Jan. 31, 1884	60.0		1,852,523-5		105,280	1,852,523,500	105,280	1,852,523,500	105,280	1,852,523,500
Feb. 28, 1884	60.0		1,889,867-5		105,280	1,889,867,500	105,280	1,889,867,500	105,280	1,889,867,500
Mar. 31, 1884	60.0		1,927,211-5		105,280	1,927,211,500	105,280	1,927,211,500	105,280	1,927,211,500
Apr. 30, 1884	60.0		1,964,555-5		105,280	1,964,555,500	105,280	1,964,555,500	105,280	1,964,555,500
May 31, 1884	60.0		2,001,899-5		105,280	2,001,899,500	105,280	2,001,899,500	105,280	2,001,899,500
June 30, 1884	60.0		2,039,243-5		105,280	2,039,243,500	105,280	2,039,243,500	105,280	2,039,243,500
July 31, 1884	60.0		2,076,587-5		105,280	2,076,587,500	105,280	2,076,587,500	105,280	2,076,587,500
Aug. 31, 1884	60.0		2,113,931-5		105,280	2,113,931,500	105,280	2,113,931,500	105,280	2,113,931,500
Sept. 30, 1884	60.0		2,151,275-5		105,280	2,151,275,500	105,280	2,151,275,500	105,280	2,151,275,500
Oct. 31, 1884	60.0		2,188,619-5		105,280	2,188,619,500	105,280	2,188,619,500	105,280	2,188,619,500
Nov. 30, 1884	60.0		2,225,963-5		105,280	2,225,963,500	105,280	2,225,963,500	105,280	2,225,963,500
Dec. 31, 1884	60.0		2,263,307-5		105,280	2,263,307,500	105,280	2,263,307,500	105,280	2,263,307,500
Jan. 31, 1885	60.0		2,300,651-5		105,280	2,300,651,500	105,280	2,300,651,500	105,280	2,300,651,500
Feb. 28, 1885	60.0		2,337,995-5		105,280	2,337,995,500	105,280	2,337,995,500	105,280	2,337,995,500
Mar. 31, 1885	60.0		2,375,339-5		105,280	2,375,339,500	105,280	2,375,339,500	105,280	2,375,339,500
Apr. 30, 1885	60.0		2,412,683-5		105,280	2,412,683,500	105,280	2,412,683,500	105,280	2,412,683,500
May 31, 1885	60.0		2,450,027-5		105,280	2,450,027,500	105,280	2,450,027,500	105,280	2,450,027,500
June 30, 1885	60.0		2,487,371-5		105,280	2,487,371,500	105,280	2,487,371,500	105,280	2,487,371,500
July 31, 1885	60.0		2,524,715-5		105,280	2,524,715,500	105,280	2,524,715,500	105,280	2,524,715,500
Aug. 31, 1885	60.0		2,562,059-5		105,280	2,562,059,500	105,280	2,562,059,500	105,280	2,562,059,500
Sept. 30, 1885	60.0		2,599,403-5		105,280	2,599,403,500	105,280	2,599,403,500	105,280	2,599,403,500
Oct. 31, 1885	60.0		2,636,747-5		105,280	2,636,747,500	105,280	2,636,747,500	105,280	2,636,747,500
Nov. 30, 1885	60.0		2,674,091-5		105,280	2,674,091,500	105,280	2,674,091,500	105,280	2,674,091,500
Dec. 31, 1885	60.0		2,711,435-5		105,280	2,711,435,500	105,280	2,711,435,500	105,280	2,711,435,500
Jan. 31, 1886	60.0		2,748,779-5		105,280	2,748,779,500	105,280	2,748,779,500	105,280	2,748,779,500
Feb. 28, 1886	60.0		2,786,123-5		105,280	2,786,123,500	105,280	2,786,123,500	105,280	2,786,123,500
Mar. 31, 1886	60.0		2,823,467-5		105,280	2,823,467,500	105,280	2,823,467,500	105,280	2,823,467,500
Apr. 30, 1886	60.0		2,860,811-5		105,280	2,860,811,500	105,280	2,860,811,500	105,280	2,860,811,500
May 31, 1886	60.0		2,898,155-5		105,280	2,898,155,500	105,280	2,898,155,500	105,280	2,898,155,500
June 30, 1886	60.0		2,935,499-5		105,280	2,935,499,500	105,280	2,935,499,500	105,280	2,935,499,500
July 31, 1886	60.0		2,972,843-5		105,280	2,972,843,500	105,280	2,972,843,500	105,280	2,972,843,500
Aug. 31, 1886	60.0		3,010,187-5		105,280	3,010,187,500	105,280	3,010,187,500	105,280	3,010,187,500
Sept. 30, 1886	60.0		3,047,531-5		105,280	3,047,531,500	105,280	3,047,531,500	105,280	3,047,531,500
Oct. 31, 1886	60.0		3,084,875-5		105,280	3,084,875,500	105,280	3,084,875,500	105,280	3,084,875,500
Nov. 30, 1886	60.0		3,122,219-5		105,280	3,122,219,500	105,280	3,122,219,500		



[illegible]





Nov. 30, 1879	85.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100
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## The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending May 21, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	125,319	3,202,956	3,053,728
Schuylkill Canal....	11,052	84,524	141,499
Lehigh Valley.....	80,456	2,406,797	1,904,605
Del., Lack. & Western.	59,563	1,478,150	1,266,428
Shamokin Valley....	16,185	381,782	306,122
Central New Jersey.	65,730	1,471,565	1,246,416
United R. R. of New Jersey.....	20,490	580,989	378,801
Pennsylvania Coal..	22,226	412,540	347,067
Delaware and Hudson	47,496	1,265,497	1,157,866
Huntingdon & Broad			
Top Mt.....	7,208	166,028	198,136
Penn. and New York.	20,799	607,989	520,535
Clearfield, Pa.....	46,276	892,033	460,815

The total tonnage of anthracite coal from all the regions for the week ending May 21, as reported by the several carrying companies, amounted to 415,381 tons, against 895,975 tons in the corresponding week last year, an increase of 19,406 tons. The total amount of anthracite mined for the year is 9,448,814 tons, against 8,016,237 tons for the same period last year, an increase of 1,432,577 tons. The quantity of bituminous coal sent to market for the week amounted to 96,915 tons, against 94,138 tons in corresponding week last year, an increase of 2,777 tons. The total amount of bituminous mined for the year is 1,801,845 tons, against 1,455,770 tons for the corresponding period last year an increase of 346,075 tons. The total tonnage of all kinds of coal for the week is 512,296 tons, against 490,113 tons in corresponding week last year, an increase of 22,183 tons, and the total tonnage for the coal year is 11,250,659 tons, against 9,472,007 tons to same date last year, an increase of 1,778,652 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending May 21 was 154,634 tons, of which 106,356 tons were coal and 47,673 tons coke. The total tonnage for the year thus far has been 3,443,595 tons, of which 2,454,272 tons were coal and 989,323 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended May 21 were 46,561 tons, and for the year to that date 584,287 tons, a decrease of 67,222 tons as compared with the corresponding period of last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 26,044 tons; year, 529,077 tons; decrease as compared with 1880, 10,678 tons. Chesapeake and Ohio Canal—week, 16,757 tons; year, 91,787 tons; decrease as compared with 1880, 25,669 tons. Pennsylvania Railroad—week, 3,760 tons; year, 63,478 tons; decrease as compared with 1880, 30,880 tons. The Reading Railroad tonnage for last week, ending May 28, was 126,500 tons, of which 32,500 tons were sent to and 25,000 tons shipped from Port Richmond, and 12,000 tons sent to and 13,500 tons shipped from Elizabethport.—[Phila. Ledger, May 30.]

The Pennsylvania Railroad Company have decided to issue a new four per cent loan amounting to \$10,000,000, for the purpose of paying for the Philadelphia, Wilmington and Baltimore Railroad. The directors had been authorized to issue stock for the purchase money, amounting to \$18,000,000, but thought it advisable to raise one-half that sum by loan. The form of the loan is a 4 per cent registered bond, running forty years from July 1, 1881. Every year \$260,000 of the bonds will be drawn by lot, paid and cancelled. The Pennsylvania Railroad will deposit as collateral

for the loan 200,000 shares of Philadelphia, Wilmington and Baltimore stock.

## Ticket must be Demanded on the Train.

The Boston Herald says that a case of considerable interest to railroad conductors was recently tried in the Dorchester District Court, in which a man named Julian W. Bliss was complained of for evading fare on the Old Colony Railroad. The conductor asked him for his ticket twice after he had left the train and was on the platform of the depot. The facts of the case are as follows: Bliss, who represents himself to be a teacher of Greek and Latin, got upon the train leaving the Old Colony Depot, Boston, at 8 o'clock Wednesday evening, May 4, and, after riding a short distance, went into the saloon in the car, in which he remained until they arrived at Crescent avenue station, when he came out and got off the train and started to leave the premises, but was stopped by the conductor, who asked him for his ticket, and, after repeating his request for his ticket, informed Bliss that he should arrest him, at the same time placing his hand on Bliss's shoulder. Bliss jumped away and struck the conductor with a cane and then ran. In court Bliss said that he always paid his fare on the road. Associate Justice Fisher said that, as the conductor did not demand his ticket on the train, and as it was shown by the evidence that the man had purchased a ticket from Boston to Crescent avenue station, although he did not choose to show his certificate, or ticket, after leaving the train, he should find him not guilty and order him to be discharged.

The first regular train was run on the 26th ult. by the Quebec Central Railway from Levis to Sherbrooke. Doubtless within a very short time connection will be made by this line at Sherbrooke or Lennoxville, which will very materially lessen the distance now traversed by rail between Quebec and New York.

The Galveston and Pacific Narrow-Gauge Railroad Company has been organized at Galveston, Texas, with a capital stock of \$750,000. The route of the road will be from Galveston to Victoria, San Antonio and Camargo.

Forty miles additional track of the Texas and Pacific Railway were inspected and accepted on the 28th ult. The length of line now in operation extends 260 miles west of Fort Worth.

The Elizabeth City (N. C.) and Norfolk (Va.) Railroad was formally opened on the 23d ult. by an excursion of stockholders and guest from Norfolk.

William M. Wadley, President of the Central Railroad Company of Georgia, has leased the Port Royal Railroad, extending from Augusta, Ga., to Port Royal, S. C.

The Canadian Pacific Railway Syndicate have bought the line of steamers plying from Victoria to Puget Sound. The sum paid was \$200,000.

It is stated that the gauge of the Northern (Canada) Railway will be changed over the whole line by the beginning of July.

It is stated that the Missouri Pacific Railroad will be built to the mouth of the Brazos river.

## Philadelphia Stock Exchange.

Closing Prices for the week ending May 31.

W.25 Th.26 F.27 Sat.28 M.30 Tu.31.

Allegheny Val. 73-10s.	78	57	.....	.....
7s, Income.....	106	.....	.....	.....
Camden & Am. 6s, 1885.....	.....	.....	.....	.....
6s, 1889.....	.....	.....	.....	.....
Mort. 6s, 1889.....	.....	.....	.....	.....
Camden and Atlantic.....	.....	.....	.....	.....
Preferred.....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....
2d mortgage.....	.....	.....	.....	.....
Catawissa.....	.....	.....	.....	.....
Preferred.....	.....	.....	.....	.....
7s, new.....	.....	.....	.....	.....
Del. & Bound Brook.....	.....	.....	.....	.....
7s.....	124	.....	.....	.....
Elmira & Williamsport.....	.....	.....	.....	.....
Preferred.....	.....	.....	.....	.....
Genl. & B. Top Mt. 14.....	134	134	.....	.....
Preferred.....	221	221	.....	.....
2d mortgage.....	.....	.....	.....	.....
Lehigh Navigation.....	471	471	461	47
6s, 1884.....	.....	.....	.....	108
Gold Loan.....	122	120	.....	.....
Railroad Loan.....	117	.....	.....	.....
Conv. Gold Loan.....	.....	.....	.....	.....
Consol. Mort. 7s.....	.....	.....	.....	.....
Lehigh Valley.....	65	63	621	621
1st mort. 7s, coupon.....	.....	.....	.....	.....
1st mort. 7s, reg.....	.....	.....	.....	.....
2d mort. 7s.....	.....	.....	.....	.....
Consol. mort. 6s.....	.....	.....	.....	.....
Consol. mort. 6s, reg.....	.....	.....	.....	.....
Little Schuylkill.....	83	83	.....	.....
Minehill & Sch. Haven. 591	591	.....	.....	.....
North Pennsylvania.....	.....	.....	591	591
1st mortgage 6s.....	1001	.....	.....	.....
2d mortgage 7s.....	.....	.....	.....	.....
Gen'l mort. 7s, coup.....	.....	.....	.....	.....
Gen'l mort. 7s, reg.....	.....	.....	.....	.....
Northern Central.....	55	541	541	15
6s.....	1021	1021	.....	.....
Northern Pacific.....	45	441	431	441
Preferred.....	841	841	.....	.....
Pennsylvania R. R. 6s.....	601	601	601	601
1st mortgage.....	.....	.....	.....	.....
Gen'l mortgage.....	.....	.....	.....	.....
Gen'l mort. reg.....	128	.....	.....	.....
Consol. mort. 6s.....	.....	.....	.....	.....
Consol. mort. 6s, reg.....	.....	.....	.....	.....
Penn. State 6s, 3d series.....	.....	.....	.....	.....
do. 3d series. 1041	.....	.....	1041	.....
do. 5s, new.....	.....	.....	119	.....
do. 4s.....	.....	.....	.....	.....
Phila. and Reading.....	30	291	291	291
1st Mortgage 6s.....	1021	1021	.....	.....
7s, of 1893.....	.....	.....	.....	.....
7s, new convertible.....	.....	.....	.....	.....
Consol. mortgage 7s.....	.....	.....	.....	.....
Consol. mortgage reg.....	.....	.....	.....	.....
Gen'l mortgage 6s.....	95	941	95	.....
Philadelphia and Erie 271	.....	271	27	.....
1st mortgage, 7s.....	.....	.....	.....	.....
2d mortgage, 7s.....	.....	119	.....	.....
Pittsb., Cin. & St. L. 7s	.....	.....	.....	.....
Pittsb., Titusv. & Ruff. 211	211	201	201	.....
7s.....	101	101	102	102
Schuylkill Navigation.....	131	.....	.....	.....
Preferred.....	14	131	.....	.....
6s, 1872.....	.....	.....	.....	.....
6s, 1885.....	90	90	.....	.....
United Co. of N. Jersey 101	190	.....	.....	.....
Hestonville, (Horse). 51	21	21	.....	.....
Chestnut & Wal. (do).....	.....	.....	.....	.....
Greenand Center (do).....	.....	.....	.....	.....

## Baltimore Stock Exchange.

Closing Prices for the week ending May 31.

W.25 Th.26 F.27 Sat.28 M.30 Tu.31.

Baltimore and Ohio.....	210	210	.....	.....
6s, 1880.....	.....	.....	.....	.....
6s, 1885.....	1091	1091	1091	191
Central Ohio (\$50).....	.....	.....	.....	.....
1st mortgage.....	114	.....	1131	.....
Marietta & Cincinnati.....	.....	.....	.....	.....
1st mortgage, 7s.....	1241	1251	1251	1251
2d mortgage, 7s.....	931	941	93	921
3d mortgage, 8s.....	831	84	831	83
Northern Central (\$50. 841	841	841	85	851
2d mortgage, 6s, 1886. 1.01	.....	.....	111	.....
3d mortgage, 6s, 1909.....	.....	.....	.....	.....
6s, 1900, Gold.....	.....	.....	118	.....
6s, 1904, gold.....	119	.....	.....	.....
Orange and Alex. 1st.....	.....	.....	.....	.....
2d mortgage, 6s.....	.....	.....	.....	.....
3d mortgage, 6s.....	.....	.....	.....	.....
4th mortgage, 6s.....	.....	.....	.....	.....
Alex. & Manassas 7s.....	.....	1041	104	.....
Pittsb. & Connellsv. 7s 1271	.....	.....	.....	.....
Virginia 6s, Consol.....	851	861	851	.....
Consol. Coupons.....	961	961	961	.....
10-40 bonds.....	57	561	561	56
Deferred Certificates.....	181	.....	.....	181
Western Maryland.....	18	171	.....	.....
1st M., end. by Balt.....	.....	.....	.....	.....
2d M. do.....	.....	.....	.....	.....
3d M. do.....	.....	.....	.....	.....
1st M., unendorsed.....	.....	.....	.....	.....
2d M., end. Wash. Co.....	.....	.....	.....	.....
3d M., preferred.....	110	.....	.....	.....
City Passenger R.....	.....	.....	.....	.....



**Closing Prices for the week ending June 1**

**Closing Prices for the week ending June 1**

Th. 26. F. 27. Sat. 28. M. 30. Tu. 31. W. 1.

—Closing Prices.—

Prices for the week ending June 1.

THURSDAY EVENING, June 2, 1881.

The Governing Committee of the New York Stock Exchange have adopted a resolution to commence business on Monday mornings from June 6 to September 26, inclusive, at 11 o'clock instead of 10 o'clock, as usual.

The following securities have been admitted to dealings at the Board:

Chicago, Milwaukee and St. Paul Railway Company—\$4,200,000 Chicago and Pacific Western Division 5 per cent mortgage bonds.

Chicago, St. Paul, Minneapolis and Omaha Railway Company—\$3,392,000 consolidated mortgage bonds, Nos. 15,801 to 18,692 inclusive, in addition to those already listed.

International and Great Northern Railroad Company—As many of the \$5,524,000 second mortgage income bonds as may be stamped "assented," in accordance with the scheme to replace them with second mortgage 6 per cent bonds.

Minneapolis and St. Louis Railroad Company—\$500,000 second mortgage income 7 per cent bonds.

Milwaukee, Lake Shore and Western Railway Company—\$500,000 income bonds, Nos. 1 to 500, and \$3,000,000 first mortgage consolidated bonds Nos. 1 to 3,000. Both bear 6 per cent interest.

Missouri Pacific Railroad Company—Third mortgage 7 per cent bonds, \$4,500,000. \$672,000 have been exchanged for consolidated bonds, leaving outstanding \$3,828,000.

Northern Pacific Railroad Company—Land grant general first mortgage sinking fund 6 per cent bonds to the amount and in place of the bond certificates now extant.

Norfolk and Western Railroad Company—\$15,000,000 preferred stock, \$11,000,000 6 per cent general mortgage bonds, and, when the engraved certificates are ready for use, \$3,000,000 common stock. This company was organized May 3, 1881 as the successor of the Atlantic, Mississippi and Ohio Railroad, sold under foreclosure February 10th. The road has a mileage of 428 miles.

Pennsylvania Company—\$10,000,000 first mortgage 4½ per cent gold bonds, guaranteed, principal and interest, by the Pennsylvania Railroad Company.

St. Louis, Alton and Terre Haute Railroad Company—\$1,357,000 six per cent "Dividend Bonds," issued in full payment of all arrears of dividends accrued upon the preferred stock of the company up to January 1, 1881.

St. Louis, Iron Mountain and Southern Railway Company—\$2,086,000 general consolidated railway and land grant 5 per cent mortgage bonds. This issue increased the bonded debt of the company only \$2,000,000, the remainder being reserved to retire dividend bonds as they mature.

The closing quotations on Thursday were: Adams Express, 138@140; American Express, 86½@87¼; American District Telegraph, 55@56½; Chicago, Burlington and Quincy, 170¼@170½; Canada Southern, 77½@78; Chicago and Northwestern, 131¼@131½; do. pref., 143½@145; Central Pacific, 96½@96½; Chicago, Milwaukee and St. Paul, 128@128½; do. pref., 135½@—; Chicago, Rock Island and Pacific, 146½@146½; Cleveland, Columbus, Cincinnati and Indianapolis, 99¼@99¾; Columbus, Chicago and Indiana Central, 80@80½; Delaware and Hudson Canal, 112½@112¾; Delaware, Lackawanna and Western, 128@128½; Hannibal and St. Joseph, 83½@83¾; do. pref., 114¼@114¾; Lake Erie and Western, 64¼@66¼; Lake Shore

and Michigan Southern, 133¼@134; Metropolitan Elevated, 93¼@94¼; Manhattan Elevated, 29½@29½; Michigan Central, 119¼@113¾; New York Elevated, 112¼@113; New York, Lake Erie and Western, 50@50½; do. pref., 90½@91; New York Central and Hudson River, 151¼@151½; Ohio and Mississippi, 45½@45½; Ohio Central, 36@36¼; Pacific Mail, 53½@53½; Panama, 266@270; St. Louis, Alton and Terre Haute, —@70; do. pref., 97½@98¾; Texas and Pacific, 67½@67¾; Union Pacific, 127½@127½; United States Express, 71½@73; Wells Fargo Express, 124½@126½; Western Union Telegraph, 123¼@128½; do. ex. div., 88½@88¾; Wabash, St. Louis and Pacific, 54¼@54½; do. pref., 94½@94¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York—Am. Dock and Imp. bonds, 130; Atchison, Colorado and Pacific 1st, 106; Albany and Susq. 1st consol., 121½; Boston and New York Air Line, 48; Boston, Hartford and Erie 1st, 81½; Central Iowa, 1st 117½; Chesapeake and Ohio 1st pref., 45½; do. 2d pref., 34¼; do. 1st, Series B, 90½; do. cur. int., 65¾; Chicago, St. Paul, Minneapolis and Omaha, 46½; do. pref., 105; do. consol., 106½; Cedar Falls and Minnesota, 84; Chicago, St. Louis and New Orleans, 82½; Cincinnati, Sandusky and Cleveland, 63; Col., Chi. and Ind. Cent. 1st, 132; do. Inc., 76; do. 1st, Trust Co. cert. ass. sup., 125; Chicago, Milwaukee and St. Paul 1st, La C. & Dav. div., 100¼; do. Southern Minn. div. 1st, 110½; Chicago, St. Paul and Minneapolis 1st, 113; Central Ohio 1st, 117½; Cairo and Fulton 1st, 117; Chicago, Burlington and Quincy 8s, 110; Dubuque and Sioux City, 86; Denver and Rio Grande, 108½; do. 1st, 119½; do. 1st consol., 119¼; Danbury and Norwalk, 73¾; Denver, South Park and Pacific 1st, 110; Delaware and Hudson 1st, Penn. div., 126; Flint and Pere Marquette 1st, 111; Gulf, Colorado and Santa Fe 1st, 123; Indiana, Bloom. and Western, 54; do. 1st, 95; do. 2d 83¼; International and Gr. Northern 1st, 112½; do. 2d, 99¾; Indianapolis, Decatur and Springfield 1st, 107; do. 2d Inc., 79; Keokuk and Des Moines, 26¼; do. pref., 53; do. 1st, 105½; Kansas Pacific 1st consol., 108½; do. 6s, Denver Div. ass., 114; do. J. and D. 1896, 117; Lake Erie and Western, 64½; do. 1st, 114¾; do. Inc., 82; do. 1st Sandusky div., 108¾; Louisiana and Missouri River, 30; Lehigh and Wilkesbarre consol. ass., 111¼; Louisville and Nashville Gen'l mort. 6s, 111; do. N. O. and M. div. 1st, 108; do. St. Louis div. 1st, 112½; Laf., Bloom. and Muncie Inc., 81; do. 1st, 108½; Louisville, New Albany and Chicago 1st, 109½; Metropolitan Elevated 2d, 90; Marietta and Cincinnati 1st pref., 19; do. 2d pref., 12½; Mobile and Ohio, 34½; do. 1st debent., 97; do. 2d debent., 66½; do. 3d debent., 54; Missouri, Kansas and Texas, 51; do. consol. ass., 111½; do. 6s, 98; do. 2d, 88½; Memphis and Charleston, 81½; Missouri Pacific, 107¾; do. 1st, consol., 107½; Manhattan Beach, 57; do. 7s, 100; Milwaukee, Lake Shore and Western, 63; do. 1st, 108; Milwaukee and Northern 1st, 102½; Minneapolis and St. Louis 1st, 120; Nashville, Chattanooga and St. Louis, 90; do. 1st, 123; New York, Onta-

rio and Western, 37½; Norfolk and Western pref., 64; Northern Pacific bond cert., 104¾; New York, Penn. and Ohio Inc., 65¼; New York, Lake Erie and Western Income, 90; New York City and Northern Gen'l mort., 96½; New Jersey Southern 6s, guar., 105½; New Orleans Pacific 1st, 103; New Jersey Midland 1st, 99; Ohio Central, 35¼; do. 1st, 106½; do. Inc., 65; Oregon Railway and Nav., 166½; do. 1st, 111; Ohio and Mississippi 1st, Springfield div., 119½; Pennsylvania Co's 4½s, 105; Pittsburg, Titusville and Buffalo, 46½; Peoria, Decatur and Evansville, 45½; do. 1st, 109; do. Inc., 90; Rochester and Pittsburg, 37; do. 1st, 108; do. Inc., 56; Rensselaer and Saratoga, 145; Rome, Watertown and Ogdensburg, 36; do. 1st consol., 93½; St. Louis, Kansas City and Northern, St. Charles Bridge 1st, 104; do. Clarinda Branch 1st, 100; do. Omaha div. 1st, 119½; St. Paul and Duluth pref., 89; St. Paul, Minn. and Man., 98; do. 1st, 113¼; do. Dakota Ext. 1st 107; St. Louis and San Francisco 2d, class B, 97¼; St. Paul, and Sioux City 1st, 112¼; Southern Pacific of California 1st, 106½; South Pacific 1st 109¾; St. Louis and Iron Mt. 1st pref. Inc., 100; do. 2d pref. Inc., 93; do. Cairo, Ark. and Texas 1st, 114¼; do. 5s, 94¼; Toledo, Delphos and Burlington, 82¼; do. Inc., 62; do. 1st, 100; Texas and Pacific, 67; do. Inc., L. G., 88½; do. consol., 102; do. 1st, 110; do. Denver and Rio Grande div., 102¼; Texas and St. Louis Inc., 89; Union Pacific reg. 7s, 127; Wabash, St. Louis and Pacific, Gen'l mort., 6s, 105½; do. Chicago div. 1st, 98½; do. Havana div. 1st, 105½; Alabama Class A, 75; Arkansas 7s, 16; do. 6s, fund., 35; Missouri 6s, 1896, 111; do. 1887, 112½; do. 1888, 114; do. 1889, 115½; North Carolina 6s, S. T., 2d class, 8½; do. 6s, old, J. & J., 35¼; Tennessee 6s, old, 72; do. new, 72; Virginia 6s, def., 19; Am. Dist. Tel., 55½; Suro Tunnel, 2¾; Canton Co., 70; Colorado Coal and Iron, 68½; do. 6s, 101½; Cumberland Coal, 15; Consolidation Coal, 42; Maryland Coal, 32½; Central Mining, 43½; Caribon, 3; Little Pittsburg, 4; Mariposa, 6½; Silver Cliff, 7; Standard, 24.

Philadelphia—Am. S. S. Co., 80¼; Catawissa new pref., 52½; Central Transp., 45; Elmira and Williamsport 5s, 100; Huntingdon and Broad Top Mt. consol. 5s, 92½; do. 1st, 122½; Junction 1st, 104; Norfolk and Western pref., 69; Pittsburg 7s, W. L., 126; Pennsylvania Allotments, 16½; Philadelphia and Reading scrip, 66; do. income 7s, 83; Shamokin Valley and Pottsville 7s, 120; Schuylkill Nav. 7s, B. L., 72; Shamokin, Hazleton and Wilkesbarre 1st, 99; Texas and Pacific consol. mort. 6s, 108½; do. 1st mort., 110; Union and Titusville 7s, 106. The latest quotations are: City 6s, 115@116; do. free of tax, 130@—; do. 4s, new, 106@118; Pennsylvania State 6s, 3d series, 104¼@105; do. 5s, new, loan, 118@119; do. 4s, new, 111@—; Philadelphia and Reading R. R., 29¾@29¾; do. consol. mort. 7s, coup. 129½@130; do. reg., 130½@131; do. mort. 6s, 121@—; do. 7s, 1893, 121@—; United New Jersey R. R. and Canal, 191¼@192½; Buffalo, Pittsburg and Western, 21@21½; Pittsburg, Titusville and Buffalo 7s, 102@102½; Camden and Amboy mort. 6s, 1889, 114@115; Pennsylvania R. R., 66¾@66¾; do.



gen'l mort., coupon, 127½@—; do. reg., 126@128¼; do. consol. mort. 6s, reg., 120@—; Little Schuylkill R. R., 52½@53½; Morris Canal pref., 164@—; Schuylkill Nav., 5¾@6; do. pref., 13¾@13½; do. 6s, 1882, 90@90½; do. 1872, 105@109; Elmira and Williamsport pref., 54@—; do. 6s, 117@—; do. 5s, 99¾@100¼; Lehigh Coal and Navigation, 46¾@47; do. 6s, 1884, 107¾@108¼; do. R. R. loan, 117@—; do. Gold Loan, 120@121; do. consol. 7s, 123¼@123½; Northern Pacific, 44@44¼; do. pref. 83½@—; North Pennsylvania, 59½@59¾; do. 6s, 109@109½; do. 7s, 117@—; do. Gen'l mort. 7s, reg., 124@—; Philadelphia and Erie, 26@—; do. 7s, 118¾@119¼; Minehill, 59@59½; Catawissa, 23@23½; do. pref., 53¾@53¾; do. new pref., 52¾@52¾; do. 7s, 1900, 127@—; Lehigh Valley 62@62½; do. 6s, coupon, 127@129½; do. reg., 126@127; do. 2d mort. 7s, 137@140; do. consol. mort., 125@125½; Fifth and Sixth streets (horse), 136@137; Second and Third, 114½@115½; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 50½@52; Green and Coates, 80@—; Chestnut and Walnut, 95@96; Hestonville, 21@22; Germantown, 76@85; Union, 119@125; Lombard and South, 25¾@25¾; West Philadelphia, —@90; People's, 25¾@26½; Continental, 106@108.

Boston.—Atlantic and Pacific Block, 125; Atchafalaya, Topeka and Santa Fe 6s, 1920, 99¼; do. 4½s, 1920, 99; Boston Water Power, 10¾; Boston Land, 10¾; Burlington and Missouri River in Nebraska 6s, non-exempt, 105½; Boston, Clinton, Fitchburg and New Bedford, 43½; Boston, Revere Beach and Lynn 6s, 1897, 117; do. 7s, 1887, 116¾; Central R. R. of Iowa, 40; Chicago, Iowa and Nebraska, 155; Chicago and West Michigan, 91½; Cincinnati, Sandusky and Cleveland 7s, 106¼; Cheshire pref., 60; do. 6s, 1896, 111½; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 109¼; Connott Valley, 36; do. 7s, 1909, 104½; Connecticut and Passumpsic Rivers R. R., 86½; Chicago, Burlington and Quincy 6s, 1919, 106¼; Detroit, Lansing and Northern pref., 112; Flint and Pere Marquette, 84¼; do. pref., 98; Iowa Falls and Sioux City, 82; Kansas City, Fort Scott and Gulf, 95; do. 7s, 115; Kansas City, St. Joseph and Council Bluffs 7s, 123; Louisiana and Missouri River, 30; do. pref., 55; Little Rock and Ft. Smith, 87½; Marquette, Houghton and Ontonagon pref., 125; do. 6s, 100¼; Mexican Central Blocks, new series, 101; do. old, 110; Maine Central, 48; Massachusetts Central, 25; do. 6s, 98½; New York and New England 6s, 112; New Mexico and Southern Pacific 7s, 119½; Ogdensburg and Lake Champlain consol. 6s, 103; do. Income, 6s, 67; Old Colony Steamboat 6s, 1896, 105½; Old Colony 6s, 1896, 118; Oregon Improvement Co. 6s, 1910, 105; Portsmouth, Ot. Falls and Conway, 40; Rutland, 7; do. pref., 32¾; Sonora Block No. 4, 40; do. 1st mort., 100; Summit Branch, 27¼; Sioux City and Pacific 6s, 1894, 104; Saginaw Valley and St. Louis 8s, guar., 125½; Toledo, Delphos and Burlington, 16¾; Vermont Central 7s, 1886, consol., 14; Wisconsin Central, 35; do. 2d, 63; Massachusetts 5s, 1894, gold Bounty, 117; Boston 5s, 1882, 100¾; Allouez Mining Co., 2; Atlantic, 13; Blue Hill, 2¾; Crescent, 1¾; Catalpa, 2¾; Copper Falls, 8; Duncan,

2¾; Douglas, 3; Franklin, 11; Harshaw, 8¾; Huron, 1¾; National, 1½; Osceola, 35; Pewabic, 14; Ridge, 3½; Sullivan, 3; Star, 1; Silver Islet, 42.

Baltimore.—Atlantic Coal, 1.40; Atlanta and Charlotte, 82½; do. 1st, 115¾; Baltimore and Ohio scrip, 200; Baltimore City 5s, 1916, 124; do. 5s, 1894, 117¾; do. 5s, 1885, 105; do. 6s, 1890, 117; do. 6s, 1902, 127; do. 6s, 1902, new, 125½; do. 6s, 1886, 111½; do. 4s, 1920, 111; Canton Company 6s, 109; Columbia and Greenville 1st, 108; do. 2d, 96; Chesapeake and Ohio Canal 6s, 70; Charlotte, Columbia and Augusta, 60; Maryland Defense 6s, 108½; Marietta and Cincinnati 1st Sterling, 122; North Carolina con. bonds, 99¾; Norfolk and Western pref., 67; Richmond and Danville, 113; do. bonds, 1885, 101; do. 1890, 108½; Richmond and Allegheny, 70; Union Railroad bonds endorsed by Canton Co., 120; Virginia Midland 2d, 111; Virginia and Tennessee 8s, 123; do. 6s, 104¾; Virginia Pelewa, 42½; Wilmington, Columbia and Augusta, 100; Western Alabama 2d, guar., 120.

#### Public Debt of the United States.

The following is a recapitulation of the public debt statement issued on the 1st inst.:

INTEREST-BEARING DEBT.	
Bonds at 6 per cent .....	\$196,378,600 00
Bonds at 5 per cent .....	439,841,350 00
Bonds at 4½ per cent .....	250,000,000 00
Bonds at 4 per cent .....	738,652,950 00
Refunding certificates .....	694,850 00
Navy pension fund .....	14,000,000 00

Principal .....	\$1,639,567,750 09
Interest .....	17,109,666 28

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

Principal .....	\$10,600,005 26
Interest .....	737,292 72

DEBT BEARING NO INTEREST.

Old demand and legal-tender notes .....	\$346,741,646 00
Certificates of deposit .....	10,860,000 00
Gold and silver certificates .....	56,685,850 00
Fractional currency, (\$15,485,036 92, less amount estimated lost or destroyed, \$3,875,934) .....	7,109,102 92

Principal .....	\$421,396,598 92
Unclaimed Pacific Railroad int. ....	6,746 51

TOTAL DEBT.

Principal .....	\$2,071,564,354 18
Interest .....	17,853,705 51

Total .....	\$2,089,418,059 69
Total cash in the Treasury .....	236,496,088 18

DEBT LESS CASH IN THE TREASURY.

June 1, 1881 .....	\$1,852,921,971 51
May 2, 1881 .....	1,864,072,693 38

Decrease of debt during month. ....	\$11,150,721 87
Decrease of debt since June 30, 1880 .....	89,250,323 83

CURRENT LIABILITIES.

Interest due and unpaid .....	\$2,451,043 66
Debt on which interest has ceased .....	10,600,005 26
Interest thereon .....	737,292 72
Gold and silver certificates .....	56,685,850 00
United States notes held for redemption of certificates of deposit .....	10,860,000 00
Cash balance available June 1 .....	155,161,896 54

TOTAL .....

Total .....	\$236,496,088 18
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AVAILABLE ASSETS

Cash in the Treasury .....	\$236,496,088 18
----------------------------	------------------

Bonds issued to the Pacific Railway Companies, interest payable in lawful money.

Principal outstanding .....	\$64,623,512 00
Interest accrued and not yet paid .....	1,616,587 80
Interest paid by the United States .....	49,528,566 66
Interest repaid by companies—	
By transportation service .....	14,256,338 85
By cash payments, 5 per cent earnings .....	655,198 87
Balance of interest paid by the United States .....	34,617,028 94

In the Court of Claims at Washington, on the 31st ult., in the case of the Pacific Mail Steamship Company against the United States, in which the Court had given judgment for the company for \$10,000, both parties appealing, and the Supreme Court having sent back the case with a mandate, judgment was given for the company for \$291,117 80. The suit was for money due on account of carrying the United States mails.

The gross earnings of the Philadelphia and Erie Railroad for the month of April were \$293,322 97, the expenses \$188,538 13, and the net earnings \$104,784 84.

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## CARPETS,

GREAT REDUCTION IN PRICES.

300 PIECES OF TAPESTRY BRUSSELS 75c. to 90c. Also 350 PIECES OF VELVETS, from \$1 50 to \$1 75. CHURCH AND OFFICE CARPETS, 50c. to 50c. LINOLEUMS, LIGNUMS, and MATTINGS at low prices.

STEPHEN A. SPENCER,

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## Two Locomotives for Sale.

Both standard gauge and in good running order. No. 1—cylinders 15×22; 4 drivers 54 in. diam; weight 28 tons; but little worn; made at the Baldwin Works, Phila. No. 2—cylinders 13½×22; four drivers 60 in. diam.; weight 24 tons; patent air-brake. Address Box 57 Bordentown, N. J.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.....100	18,500,000	J. & J.	Jan. '81 24	Little Schuylkill.....	\$2,444,100	J. & J.	Jan. '81 24	Ware River.....100	\$750,000	J. & J.	July '80 24
Ashuelot.....100	210,000	quarterly	July '81 14	Louisville & Nashville.....100	18,130,000	F. & A.	Feb. '81 3	Warren (N. J.).....100	1,800,000	A. & O.	Apr. '80 3
Atch. Pop. & Santa Fe.....100	10,469,300	quarterly	May '81 2	Louis, N. Alb. & Ohi.....100	3,000,000	J. & D.	Dec. '70 8	Warwick Valley.....100	225,000	J. & J.	July '80 3
Atlantic and West Point.....100	1,232,220	J. & J.	July '80 4	Lowell and Andover.....100	500,000	J. & J.	July '80 24	Westchester & Phil. pref.....100	821,300	J. & J.	July '80 2
Atlantic and St. Law.....100	5,000,000	M. & S.	Sept. '80 8	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '78 2	West Jersey.....100	1,559,750	P. & A.	Nov. '79 2
Augusta and Savannah.....100	1,022,900	J. & D.	June '80 24	Lykens Valley.....100	600,000	F.M.A.N.	Feb. '79 24	Westminster & Weldon.....100	1,453,200	J. & D.	Nov. '79 2
Avon, Genesee & Mt. M.....100	225,000	A. & O.	Jan. '78 3	Manchester and Law.....100	1,000,000	M. & N.	May '81 5	Winchester & Potomac.....100	180,000	J. & J.	Jan. '81 2
Baltimore and Ohio.....100	14,218,800	M. & N.	May '81 5	Marietta & Cincinnati.....100	1,408,912	—	—	Winchester & Strasburg.....100	600,000	J. & J.	Jan. '81 2
Washington Br. pref.....100	4,669,578	J. & J.	Jan. '81 5	— 1st pref. 50	8,130,719	M. & S.	Sept. '80 28	Worcester and Nashua.....75	1,789,800	J. & J.	Jan. '81 2
Berkshire.....100	600,000	quarterly	Apr. '81 11	— 2d pref. 50	4,460,368	M. & S.	Sept. '80 28				
Boston and Albany.....100	20,000,000	quarterly	June '81 2	Massachusetts.....100	400,000	F. & A.	Feb. '81 2				
Boa, Clin. F. & N. Bd.....100	1,297,600	—	—	Memphis & Charleston.....25	5,812,725	J. & D.	Jan. '81 2				
Agricultural Br. guar.....100	60,000	J. & D.	June '76 2	Metropolitan Elevated.....100	6,500,000	quarterly	Apr. '81 24				
Boat, Conc. & Mont. pref.....100	800,000	M. & N.	May '81 8	Michigan Central.....100	18,738,204	quarterly	May '81 11				
Boston and Lowell.....100	2,250,000	J. & J.	Jan. '81 2	Middlesex Central.....100	2,136,384	F. & A.	Feb. '81 3				
Boston and Maine.....100	6,921,274	M. & N.	May '81 4	Mill Creek & Minehill.....50	323,375	J. & J.	Jan. '81 5				
Boston and Providence.....100	4,000,000	M. & N.	May '81 4	M. Hill & Schuyl. Hav.....50	3,856,458	J. & J.	Jan. '81 24				
Attleborough Branch.....100	131,700	J. & J.	Jan. '81 3	Missouri Pacific.....100	2,416,000	quarterly	Apr. '81 1				
Boat, Revere B. & Lynn.....100	350,000	J. & D.	Jan. '81 3	Mobile & Montgomery.....100	2,794,500	F. & A.	Feb. '80 29				
Buffalo, N. Y. and Erie.....100	980,000	J. & J.	Jan. '81 3	Morris and Essex.....100	15,000,000	J. & J.	Jan. '81 24				
Burl. & Mo. Riv. In. Neb.....100	8,537,800	J. & D.	June '81 5	Mt. Carbon & Pt. Carbon.....50	282,350	J. & J.	Jan. '81 6				
Camden and Atlantic.....50	377,400	quarterly	Feb. '80 2	Nashua and Lowell.....100	800,000	M. & S.	May '81 31				
Camden & Burl. Co.....100	381,225	J. & J.	Jan. '81 3	Nashua and Rochester.....100	1,305,800	A. & O.	Apr. '81 1				
Crpe May and Millville.....50	447,000	J. & D.	Apr. '80 3	Nashville and Decatur.....100	1,529,000	J. & D.	Dec. '79 3				
Catawissa.....50	1,159,500	Oct. '80 3	Oct. '80 3	Nash, Chat. & St. Louis.....100	6,875,258	A. & O.	Apr. '80 11				
— 1st pref.....50	2,200,000	M. & N.	May '81 31	Nesquehoning Valley.....50	1,000,000	M. & S.	Mar. '81 24				
— 2d pref.....50	1,000,000	M. & N.	May '81 31	N. Castle & Beaver Val.....50	1,800,000	quarterly	July '80 24				
Cayuga and Susq.....50	899,119	J. & J.	Jan. '80 4	N. Haven & Northamp.....100	605,000	quarterly	Oct. '74 3				
Cedar Rapids & Mo. R.....100	6,850,400	F.M.A.N.	May '81 1	New London North.....100	1,418,800	quarterly	Apr. '81 2				
Central of Georgia.....100	7,800,000	J. & D.	June '80 3	N.Y. Cen. & Hudson R.....100	89,428,330	quarterly	Jan. '81 4				
Central of New Jersey.....100	18,583,200	quarterly	Apr. '74 24	New York and Harlem.....100	3,000,000	J. & J.	Jan. '81 4				
Central Ohio.....50	400,000	J. & J.	Jan. '81 3	— pref. 100	1,500,000	J. & J.	Jan. '81 4				
Central Pacific.....100	54,275,500	F. & A.	Feb. '81 3	— City Line.....	2,000,000	annually	Oct. '79 24				
Chomung.....100	380,000	quarterly	July '80 14	New York & Long Br.....100	6,500,000	quarterly	Apr. '81 2				
Cheshire, preferred.....100	2,155,300	J. & J.	July '80 14	N.Y. Lake Erie & West.....100	7,101,700	—	—				
Chicago and Alton.....100	10,000,000	M. & S.	Mar. '81 4	— pref. 100	8,148,700	J. & J.	Jan. '81 5				
— pref. 100	2,425,400	M. & S.	June '81 2	N. Y. N. H. & Harf.....100	15,500,000	J. & J.	Jan. '81 5				
Chicago, Burl. & Quincy.....100	81,004,456	A. & O.	Apr. '79 24	N. Y. Prov. & Boston.....100	3,000,000	quarterly	May '81 2				
Chi. Olin. Dub. & Minn.....100	6,166,000	J. & J.	Jan. '81 4	Ning. Bridge & Oceans.....100	1,000,000	J. & J.	July '80 3				
Chicago, Iowa & Nebraska.....100	9,918,200	A. & O.	Apr. '81 3	North Carolina.....100	4,000,000	M. & S.	Mar. '80 3				
Chi. Mil. and St. Paul.....100	15,404,261	A. & O.	Apr. '81 3	— Eastern (C.) pref. 100	56,000	M. & N.	Nov. '77 4				
— pref. 100	12,779,483	A. & O.	Apr. '81 3	North Pennsylvania.....50	4,527,150	A. & O.	Jan. '81 2				
Chicago & N. Western.....100	14,988,227	J. & D.	Dec. '80 3	Northern Central.....50	6,842,000	A. & O.	Jan. '81 2				
— pref. 100	21,225,253	quarterly	Mar. '81 11	Northern N. Hampshire.....100	3,098,400	J. & D.	July '81 3				
Chicago, R. I. & Pacific.....100	500,000	F. & A.	Feb. '81 24	Northern New Jersey.....100	1,000,000	J. & J.	July '81 3				
Chicago & West Mich.....100	6,161,000	A. & O.	Oct. '80 2	Norwich & Worcester.....100	2,604,400	J. & J.	July '81 3				
Cin. Ham. & Dayton.....100	3,800,000	A. & O.	Oct. '80 2	Ogden & L. Champl.....100	2,077,000	J. & J.	July '81 3				
Cin. Sand. & Cleve. pref.....50	429,037	F. & N.	May '81 3	— pref. 100	2,000,000	A. & O.	Apr. '78 4				
Clev. Col. Gen. & Ind.....100	14,991,800	F. & N.	May '81 3	Ohio and Mississippi.....100	30,000,000	quarterly	Mar. '75 31				
Cleveland & Mahoning.....50	2,087,669	M. & N.	Nov. '79 4	Old Colony.....100	4,030,000	J. & D.	Mar. '75 31				
Cleveland & Pittsburgh.....50	11,236,150	M. & N.	Nov. '79 4	Oregon Railway & Nav.....100	7,133,900	J. & J.	Jan. '81 3				
Columbus and Xenia.....50	1,786,200	M.J.S.D.	Mar. '81 2	Oswego and Syracuse.....100	4,435,000	quarterly	May '81 2				
Colum. & Hocking Val.....100	2,500,000	F. & A.	Feb. '81 2	Panama.....100	482,400	F. & A.	Aug. '81 4				
Concord.....50	850,000	M. & N.	May '81 3	Paterson and Hudson.....100	7,000,000	quarterly	May '81 5				
Concord and Port.....100	2,176,700	J. & D.	Dec. '80 3	Paterson and Newark.....100	692,000	J. & J.	Jan. '81 4				
Conn. & Passump Riv.....100	2,176,700	F. & A.	Feb. '81 2	Paterson and Ramapo.....100	245,000	J. & J.	Apr. '81 3				
Connecticut River.....50	1,200,000	J. & J.	Jan. '81 4	Pemb. & Hightstown.....50	242,150	J. & J.	July '80 3				
Cumberland Valley.....50	1,200,000	J.A.J.O.	Jan. '81 24	Pennsylvania.....100	68,870,200	M. & N.	May '81 4				
— 1st pref. 50	241,800	A. & O.	Oct. '80 4	Peoria & Bureau Val.....100	1,200,000	F. & A.	Feb. '81 4				
— 2d pref. 50	248,000	A. & O.	Oct. '80 4	Philadelphia and Erie.....50	6,004,300	J. & J.	Jan. '75 4				
Danbury and Newrw.....50	600,000	A. & O.	June '81 11	— pref. 50	1,626,250	M.J.S.D.	June '81 3				
Dayton & Michigan.....50	2,401,628	A. & O.	Oct. '80 11	Philadelphia & Reading.....50	82,726,375	quarterly	July '76 31				
Delaware.....50	1,211,250	J. & J.	Jan. '81 3	— pref. 50	1,661,800	quarterly	July '76 31				
Del. & Bound Brook.....50	1,250,000	J. & J.	Jan. '81 3	Phila. and Trenton.....100	1,259,100	quarterly	Apr. '81 24				
Del. Lackaw. & West.....50	2,500,000	quarterly	Apr. '81 14	Phila. Wil. & Balt.....100	11,672,760	J. & J.	Jan. '81 4				
Detroit, Lans. & Nor.....100	1,825,000	F. & A.	Aug. '80 24	Pitts. Ft. W. & Ohi.....100	11,714,255	quarterly	Apr. '81 13				
Dubuque & Sioux City.....50	6,000,000	F. & A.	Feb. '81 24	— Special Imp. 100	5,204,300	quarterly	Apr. '81 13				
East Pennsylvania.....50	2,803,853	A. & O.	Apr. '81 24	Pittsfield & N. Adams.....100	450,000	J. & J.	Jan. '80 2				
East Tennessee.....50	992,950	J. & J.	Jan. '81 3	Portl. Saco & Portem.....100	1,500,000	J. & J.	Jan. '80 3				
East Tenn. Va. & Ga.....100	6,000,000	A. & O.	Apr. '81 3	Profile and Franconia.....100	2,000,000	Annual	Nov. '80 8				
Eastern (Mass.).....100	4,987,000	J. & J.	July '73 3	Providence & Worcester.....100	2,000,000	J. & J.	Jan. '81 3				
Eastern (N. H.).....100	4,987,000	J. & J.	July '73 3	Republic Valley.....100	853,000	quarterly	Feb. '80 2				
Eel River.....100	8,000,000	quarterly	June '81 24	Rensselaer & Saratoga.....100	6,000,000	J. & J.	Jan. '81 4				
Elmira, Jot. & Canand.....50	600,000	Sept. '80 5	Sept. '80 5	Rhode Island & Mass.....100	175,575	J. & J.	Jan. '81 3				
Elmira & Williamsport.....50	500,000	M. & N.	Nov. '80 1	Richmond & Petersburg.....100	1,008,000	J. & J.	Jan. '81 3				
— pref. 50	1,090,250	J. & J.	Jan. '81 3	Rhode & Genesee Val.....110	555,200	J. & J.	Jan. '79 3				
Erie and Pittsburgh.....50	1,090,250	J. and J.	Jan. '81 3	Rome, Water. and Ogd.....100	2,998,900	J. & J.	July '75 3				
Fitchburg.....100	4,500,000	J. and J.	Oct. '71 11	Rutland preferred.....100	4,168,700	F. & A.	Feb. '75 34				
Frankfort and Kokomo.....100	4,500,000	F. & A.	July '81 3	St. L. Alt. & T. liante.....100	2,300,000	—	—				
Georgia.....100	1,180,000	J. & J.	Jan. '81 3	— pref. 100	2,463,400	F. & A.	Feb. '81 3				
Hannibal & St. Jo. pref.....50	1,180,000	J. & J.	Jan. '81 3	St. L. I. Mt. & South.....100	14,248,950	F. & A.	Feb. '74 3				
Harrisburg & Lancaster.....50	1,180,000	J. & J.	Jan. '81 3	Salt and Lowell.....100	2,433,384	M. & S.	Sept. '75 50				
Houston, pref. 100	2,000,000	M. & S.	Mar. '81 24	Schuylkill Valley.....50	676,050	J. & J.	Jan. '81 24				
Iowa Falls & Sioux City.....100	7,930,000	quarterly	May '81 14	Seaboard and Roanoke.....100	1,151,400	M. & N.	May '80 4				
Ia. So. & Mo. Northern.....25	970,000	quarterly	May '81 11	Shamokin V. & Pottav.....50	869,450	F. & A.	Aug. '80 3				
Jackson, Mad. & Ind.....100	1,500,000	quarterly	May '81 11	Shore Line.....100	995,800	J. & J.	July '80 4				
Joliet and Chicago.....100	1,500,000	quarterly	May '81 11	Sioux C. & Pacific pref. 100	169,000	A. & O.	Apr. '81 24				
Ken. Oly. Twp. & West.....100	1,500,000	quarterly	May '81 11	South Western (N. J.).....100	438,300	J. & J.	July '79 3				
Kentucky Central.....100	1,500,000	quarterly	May '81 11	Stockbridge and Pitts.....100	448,700	J. & D.	Jan. '79 24				
Lake Shore & Mich. S.....100	44,169,500	quarterly	May '81 11	Summit Branch.....50	4,125,000	F. & A.	Feb. '80 2				
— (gar.) 50	450,000	J. & D.	Dec. '80 3	Syr. Bingham & N.Y.....100	2,004,000	J. & D.	Feb. '80 2				
Louis Valley.....50	27,322,556	quarterly	Apr. '81 14	Terre Haute & Indiana.....100	1,958,150	F. & A.	Feb. '81 4				
— pref. 50	100,000	J. & D.	Apr. '81 14	Troy and Boston.....100	1,809,000	F. & A.	Feb. '80 2				
Little Miami.....50	8,712,480	quarterly	Mar. '81 2	Union Pac. of N. J.....100	20,490,400	quarterly	Apr. '81 11				
				Utica, Olean & S. V.....100	4,000,000	M. & N.	May '80 3				
				Utica and Black River.....100	1,608,000	J. & J.	Mar. '79 2				
				Vermont and Mass.....100	3,850,000	A. & O.	Apr. '81 3				
				Wab. St. L. & Pacific.....100	20,000,000	—	—				
				— pref. 100	20,000,000	quarterly	May '81 1				

## CANALS.



Burl., C. Rapids & Nor.: .....	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1880.....	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881.....	167,750	124,510	148,551	184,680	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Central Pacific:</b>													
1879.....	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,356,716	1,778,498	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881.....	1,602,907	1,400,000	1,643,000	1,874,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Alton:</b>													
1879.....	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,637,226
1881.....	487,890	461,641	511,415	548,675	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago and Northwestern:</b>													
1879.....	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,328,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,328	19,423,684
1881.....	1,222,250	957,300	1,162,368	1,454,361	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago, Burl. &amp; Quincy</b>													
1879.....	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,337,679	1,438,167	14,779,715
1880.....	1,200,239	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311,890
<b>Chicago, Mil. &amp; St. Paul:</b>													
1880.....	764,298	738,749	900,675	871,041	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881.....	991,000	683,000	917,000	1,260,000	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Chicago, St. Paul, Minn. &amp; Omaha:</b>													
1880.....	105,405	92,044	134,134	259,208	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881.....	128,555	101,965	166,999	253,677	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Cin., Ind., St. L. and Chicago:</b>													
1880.....	155,697	172,541	198,220	168,199	.....	.....	.....	.....	.....	.....	.....	.....	.....
1881.....	171,466	160,991	185,004	175,484	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Clev., Col., Cin. &amp; Ind.:</b>													
1880.....	317,411	296,769	349,410	302,521	319,445	358,820	450,166	475,096	497,824	436,227	368,714	348,092	4,440,514
1881.....	299,903	271,176	341,602	347,098	.....	.....	.....	.....	.....	.....	.....	.....	.....
<b>Denver and Rio Grande:</b>													
1880.....	124,093	128,291	168,96										

## COUNTERFEIT NOTE LIST.

<b>1s.</b>			
Boston, Mass.	National Eagle	Letter A, July 1, 1865.	(Photographed.)
<b>2s.</b>			
Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.	
*Linderpark, N. Y.	National Union	" " " "	
Newport, R. I.	Nat. Bank of Rhode Island	" A, Nov. 1, 1865.	
New York, N. Y.	Ninth	" A, Jan. 2, 1865.	
New York, N. Y.	Marine	" A, July 1, 1865.	
New York, N. Y.	Market	" " " "	
New York, N. Y.	St. Nicholas	" " " "	
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.	
Philadelphia, Pa.	Sixth	" A, July 1, 1865.	
<b>5s.</b>			
Amsterdam, N. Y.	Manufacturers'	Letter B, April 15, 1875.	
Aurora, Ill.	First	" A, Nov. 2, 1863.	
Boston, Mass.	Globe (Photographed)	" C.	
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.	
Canton, Ill.	First	" A, May 21, 1864.	
Castleton, N. Y.	National Bank of Castleton	" D, March 10, 1865.	
*Cecil, Ill.	First	" A, May 10, 1865.	
Chicago, Ill.	First	" " " "	
Chicago, Ill.	Central	" " " "	
Chicago, Ill.	Merchants'	" " " "	
Chicago, Ill.	Traders'	" " " "	
Chicago, Ill.	German	" A, March 10, 1865.	
Chicago, Ill.	Union	" " " "	
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.	
Fall River, Mass.	Pocasset (Photographed)	" C, Jan. 2, 1865.	
*Galena, Ill.	First	" A, May 10, 1865.	
Hanover, Pa.	First	" D, Feb. 20, 1864.	
Jackson, Mich.	People's	" D, Oct. 2, 1865.	
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.	
Montpelier, Vt.	Montpelier (Photographed)	" A, Series 1875.	
New Bedford, Mass.	Merchants'	" C, Feb. 14, 1865.	
No. Hampton, Mass.	First	" C, May 2, 1865.	
Paxton, Ill.	First	" A, Oct. 20, 1871.	
Pawling, N. Y.	National Bank of Pawling	" A, July 20, 1865.	
Peru, Ill.	First	" A, June 2, 1864.	
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.	
Southbridge, Mass.	Southbridge (Photograph'd)	" B, May 10, 1875.	
Tamaqua, Pa.	First	" B, July 1, 1865.	
Troy, N. Y.	National State Bank	" A, May 10, 1865.	
Virginia, Ill.	Farmers'	" " " "	
Westfield, Mass.	Hampden	" C & D, Aug. 1, '65.	
<b>10s.</b>			
Osage, Iowa	Osage National Bank	1,751 to 2,200 560,958 to 561,407	
Pontiac, Ill.	Nat. Bank of Pontiac	741 to 765 252,111 to 252,135	
<b>20s.</b>			
Albany, N. Y.	Albany City	Letter A, July 20, 1865	
Auburn, N. Y.	Auburn City	" A, July 20, 1865.	
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.	
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.	
Lockport, N. Y.	First	" A, Feb. 20, 1865.	
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.	
Newburgh, N. Y.	Highland	" A, July 1, 1865.	
New York, N. Y.	American	" A, May 12, 1865.	
New York, N. Y.	Marine	" A, July 1, 1865.	
New York, N. Y.	Market	" " " "	
New York, N. Y.	Mechanics'	" " " "	
New York, N. Y.	Nat. Bank of Commerce	" " " "	
New York, N. Y.	Nat. Bank State of N. Y.	" " " "	
Philadelphia, Pa.	First	" B, Feb. 20, 1864.	
Philadelphia, Pa.	Third	" " " "	
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.	
Poughkeepsie, N. Y.	City	" A, July 4, 1865.	
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.	
Red Hook, N. Y.	First	" A, Feb. 20, 1865.	
Richmond, Ind.	Richmond	" A, March 15, 1873.	
Rochester, N. Y.	Flour City	" A, July 1, 1865.	
Rome, N. Y.	Central	" A, May 12, 1865.	
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.	
Troy, N. Y.	Mutual	" A, May 10, 1865.	
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.	
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.	
<b>50s.</b>			
Albany, N. Y.	Merchants'	Bank No. 759 to 766 45,195 to 45,202	
Barre, Vermont	Nat. B'k of Barre	911 to 936 932,805 to 932,830	
Boston, Mass.	Nat. H. & Leather	11,919 to 11,972 22,900 to 22,953	
New York City	Third Nat. Bank	9,414 to 9,428 644,416 to 644,430	

Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
*Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "
<b>100s.</b>		
Albany, N. Y.	Merchants'	Bank No. 759 to 766 45,195 to 45,202
Barre, Vermont	Nat. B'k of Barre	911 to 936 932,805 to 932,830
Boston, Mass.	Nat. H. & Leather	11,919 to 11,972 22,900 to 22,953
New York City	Third Nat. Bank	9,414 to 9,428 644,416 to 644,430
<b>50s.</b>		
Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20 '65.
<b>100s.</b>		
Jersey City, N. J.	First National Bank	Bank No. 671 to 750 Treasury No. 19,609 to 19,688
Lynn, Mass.	National City Bank	121 to 150 66,797 to 66,825
<b>100s.</b>		
Baltimore, Md.	National Exchange	Letter.
Boston, Mass.	First	" A, Feb 2, 1864.
Boston, Mass.	Nat. Revere	" A, July 20, 1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.
<b>100s.</b>		
Jersey City, N. J.	First National Bank	Bank No. 671 to 750 Treasury No. 19,609 to 19,688
Lynn, Mass.	National City Bank	121 to 150 66,797 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

## COUNTERFEIT U. S. TREASURY NOTES.

- 1s Portrait of Chase, act July 11, 1862, dated Aug. 1, 1862. B & D.  
 2s Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862. C & D.  
 2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34  
 504. John A. Allison, Register. A. N. Wyman, Treas.  
 5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.  
 5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.  
 5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.  
 5s Portrait of Jackson, act March 3, 1863. Series of 1875. C & D.  
 5s Photograph. Series of 1875, Number B 8058120.  
 5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Treas.  
 10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D.  
 10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.  
 10s Portrait of Webster. Series of 1875. Letter C.  
 20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862.  
 A, B, C.  
 20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.  
 20s Portrait of Hamilton, act March 3, 1863. Series of 1876 and '78. C. (Executed with pen and ink.)  
 50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C.  
 50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.  
 50s Portrait of Clay, act March 3, 1863. Series 1869. B.  
 50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.  
 100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.  
 100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.  
 500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.  
 1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.  
 1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

## OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

- 5s National Bank of the Republic, Boston, Mass.  
 Charter number 379; Check letters E, F, G, H.  
 5s Manufacturers' National Bank, Amsterdam, N. Y.  
 Charter number 2239; Check letters E, F, G, H.  
 5s Lycoming National Bank, Williamsport, Pa.  
 Charter number 2227; Check letters E, F, G, H.  
 10s } First National Bank, Hoboken, N. J.  
 20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B  
 20s Merchants' National Bank, New Bedford, Mass.  
 Charter number 799; Check letters B, C, D, E.

## NEW ISSUE OF U. S. TREASURY NOTES

## NOT COUNTERFEITED.

- 1s In centre is portrait of George Washington.  
 2s Portrait of Thomas Jefferson.  
 5s Portrait of Andrew Jackson.\*  
 10s Portrait of Daniel Webster.\*  
 20s Portrait of Alex. Hamilton.  
 50s Portrait of Benjamin Franklin.  
 100s Portrait of Abraham Lincoln.  
 500s Vignette representing Victory divested of her Armor.  
 1000s Portrait of DeWitt Clinton, ex-Governor of New York State

\* Only notes of the new issue counterfeited.



It is stated that the executive management of the Chicago and Northwestern Railway Company have decided to construct over 500 miles of new road the present season. This will comprise about 140 miles in Wisconsin, 250 miles in Iowa, 130 miles in Dakota Territory, and 86 miles in the Lake Superior region. With this additional road completed the Chicago and Northwestern Railway system will aggregate nearly 4,000 miles of track.

The grading on the Denver Western and Pacific Railroad is about completed between Denver, Col., and Longmont, and track laying has been commenced. Graders are now at work on the west of Longmont. The road will probably be in operation between Denver and Longmont by the 1st of September.

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COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

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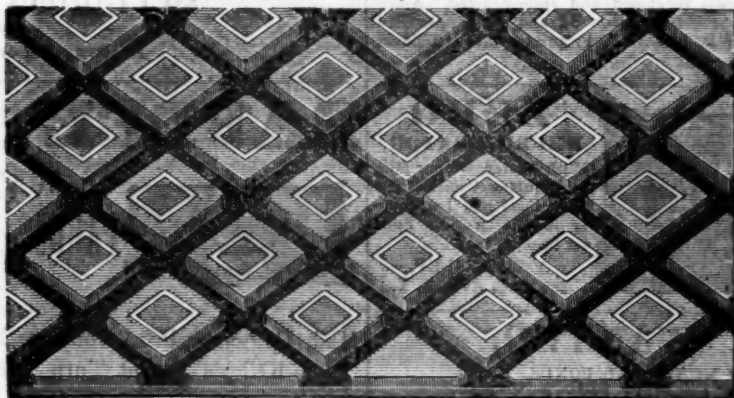
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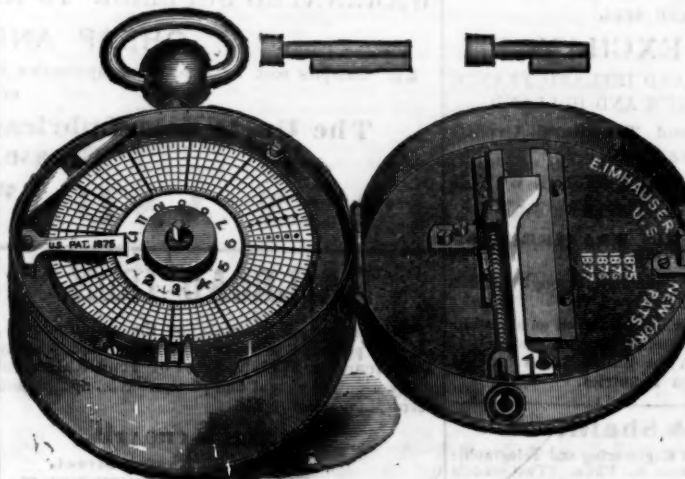
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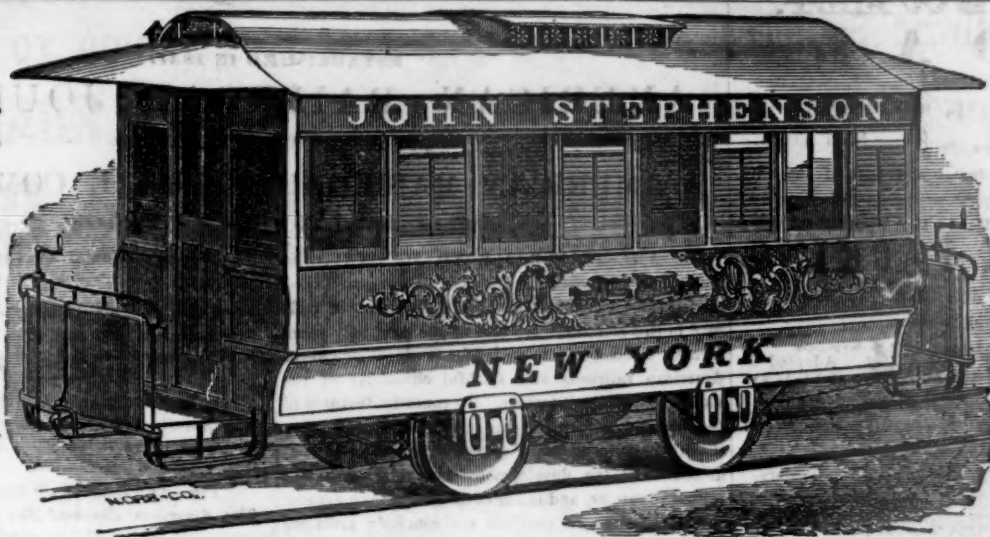
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The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by *Chambers' Encyclopedia* and other standard foreign and domestic publica-

tions. We give below a few extracts from opinions of the press:

From HERAPATH'S RAILWAY JOURNAL, London.

The *American Railroad Journal*, one of the most honest and outspoken of American papers.

From THE JOURNAL OF COMMERCE, New York.

The *American Railroad Journal*, a most valuable weekly newspaper, is now half a century old.

From THE CINCINNATI PRICER CURRENT.

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And for a whole year, the official records of the United States Post-Office Department show the arrivals of Erie Railway trains in New York, on time, to be from 15 to 27 per cent. ahead of competing lines.

Facts well worthy the consideration of travelers.

E. S. BOWEN,  
General Superintendent.

JNO. N. ABBOTT,  
General Passenger Agent.

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